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SIXPENCE.

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A CULINARY TRIAL BY JURY: A FRIED-POTATO COMPETITION AT A CHARITY BAZAAR.

A good suggestion for some of our numerous bazaars which take place during August is afforded by this Illustration of a scene at a similar function in France. This particular bazaar was held at Bagnolet, a pretty place in the suburbs of Paris, which is trying to regain the popularity it enjoyed during the reign of Louis Philippe, at the time of the songs of Béranger and of Alfred de Musset's "Mimi Pinson." On the occasion illustrated here some Parisian "midinettes" had come to take part in a fried-potato competition. Their cooking-stoves were set up outside a large striped red and white tent, and the jury, which consisted of a fat and jovial "chef" and two solemn gentlemen in irreproachable top-hats, tasted, reflected, consulted one another, took notes, and at last, like wise men, declared that the results were all so good that it was impossible to decide which was best.

DRAWN BY RENÉ LELONG.

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The Romance of the Modern Steamship.

(See Illustrations on "At the Sign of St. Paul's" page.)

Mr. Chatterton's new book, "Steamships and Their Story" (Cassell and Co.), is intended as a companion

volume to his successful "Sailing Ships and Their Story" of last year, and he has this time undoubtedly produced a book of at least equal interest, for all who care for the sea in general and the mercantile marine of the Empire in particular. He traces the origin of the steamship from its earliest introduction, and tells all there is to be told about it down to our latest Atlantic and other leviathans of the deep, basing his narrative on a complete research of all available records in regard to the older types of ships, and on special information placed at his disposal by the great shipping companies and ship-builders of the day for the modern vessels. Told as the account is, furthermore, in a bright and attractive way, in an easy and eminently readable style, and with all the general knowledge of a man used to the life of the sea, and well acquainted with ships in general, the book cannot fail to be popular. It should certainly find its place in the library of all sea-going passenger ships afloat. Not only is the history of the origin and development of the ocean-going steamship traced out step by step from its earliest beginnings, but, in addition, the modern steam-yacht types and their general development are succinctly described, and also something is said of the various classes of coasting craft that one sees in the smaller ports, their differences of build, etc., all going to make the book practically a popular encyclopædia of the ships of the mercantile marine of the world. Mr. Chatterton claims, and we think not unsuccessfully, to have shown "how, in a special manner and one peculiar to itself, the steamship is every bit as romantic and equally deserving of our affectionate regard as her predecessor, the sailing ship," and he finally puts forward as the *raison d'être* of his work that "it is fitting that the history of the steamship should be written at this time, for if final perfection has not yet arrived, it is not very far distant. Much farther than a 45,000-ton ship surely it cannot be possible to go; and the likelihood is that with the commercial steamship's manifested ability to steam at the rate of over thirty-one land miles per hour, we are in sight of the limitations which encompass her." The book is well and attractively illustrated with upwards of a hundred and fifty-odd pictures of all kinds, and the frontispiece is a telling water-colour view of the biggest ship in the world, the new White Star liner *Olympic*, which is to be launched next October.

Eighteenth Century Venice.

"In the masks of her comedy, in the swarms of her singers, dancers, actors and musicians, we see all the poetry, the grace, and the gaiety of this expiring Kingdom, for whom amusement was a dogma, Vestris almost a divinity." We may take the sentence here quoted as the keynote of M. Philippe Monnier's admirable rhapsody, "Venice in the Eighteenth Century" (Chatto and Windus), a book which is a refreshing change from the endless compendiums of huddled facts daily hurled forth as "Memoirs" and "Romances" of This and That by industrious book-makers, whose writing is merely journalese in large type and cloth boards. M. Monnier aims rather at the universal truth of poetry than the particular truths of history, but his work is in no way superficial. He has exhausted the authorities and assimilated their material. The result is a beautifully picturesque and vivid reconstruction of the period when Venice, shorn of all her possessions, turned inwards on herself to fan the embers of her great genius to a last glow. The result was entirely frivolous, it is true, but perverse humanity finds it all the more fascinating on that account. In this book the author has caught to admiration the spirit of the time by disguising the fact that he is really a serious historian. How serious he is will be apparent to those whose reading happens to coincide in any small point with the endless authorities consulted by M. Monnier. Take, for example, the delightful essay on Casanova, which seems, for all its lightness and brevity, to leave no salient point of the great adventurer's career untouched. By itself it would be memorable. Here, it is typical of the extraordinary knowledge, research, and imaginative sympathy M. Monnier has brought to a book that was crowned by the French Academy. He has entered into the most intimate thought and feeling of the Venetian people of that wonderful eighteenth century, so charming, so accomplished, even in its studied superficiality. The anonymous translator has done his (or her) work with a commendable regard for style.

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OUR SAILOR-KING INSPECTS THE NEWEST TYPE OF WAR-SHIP.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON.



HIS MAJESTY'S INTEREST IN THE NAVY: GOING BELOW ON BOARD A SUBMARINE.

One of the most interesting incidents of the royal visit to Portsmouth was King George's look-round on board one of the newest submarines, which his Majesty went all over, inspecting closely the internal arrangements, methods of control, and accommodation for the crew. The vessel remained during the time at the surface, although the engines were started for the King to see. The submarine over which the King went was C 36, one of the newest or "C" class of boats, identical in build and dimensions with those moored last July, at the time of the Southend naval review, off the Thames Embankment in front of Somerset House, which proved such an attraction to the London crowd. They are vessels of 313 tons' displacement and 600 horse power, with petrol motive power, 135 feet long, 13½ feet broad, and 12 feet deep, with a speed of from 8 to 13 knots.



By G. K. CHESTERTON.

SOMEbody remarks in a newspaper that there is an epidemic of murders. It is an instance of the morbid modern fondness for words that express fatality. I should not regard myself as any more likely to murder the station-master at Beaconsfield because there were an increasing number of crimes in South Bucks. I do not expect it any more than I expect to commit bigamy through smelling a bigamist's tulips, or bribery through borrowing a politician's umbrella. I am sure I could safely use a Levantine usurer's soap, if he has any; I am sure that if I rubbed against a pick-pocket in a crowd I should take nothing from him, whatever he might take from me. In short, "an epidemic of murder" is as silly and slavish a phrase as "a plague of priggishness" or "a pestilence of equivocation"; we might as well speak of superciliousness raging in all the hospitals of Swansea, or of whole populations struck down raving with stinginess. In ninety-nine cases out of a hundred there must be a moral reason for an immoral act. Murder is a private matter—at least, until it is committed. But the eager use of such devastating scientific terms is but a part of our evasion of responsibility and our dark adoration of fate. In politics, where a man ought to be specially free and firm in judgment, we are specially pestered with these dreams of doom, these dead analogies from dust and ocean, earthquake and eclipse. If sixty rational and respectable citizens choose to vote Tory, it is called the Flowing Tide. If the sixty rational citizens decide to vote Radical, it is called the Swing of the Pendulum. One witty candidate, menaced with the flowing tide by his opponent, pasted up a notice: "Vote for Smith and Dam the Flowing Tide." Similarly, I should say with decision, "Vote for whom you choose and hang the pendulum."

That a number of murders might be due to some legal inefficiency or loosening of the discipline of a nation is more plausible. I know more than one intelligent person who thinks that the police at present have no time to seize assassins because they are so busy seizing boys' cigarettes, arresting little girls for drinking lemonade in hotels, seeing that Tommy does not lick his coloured chalks in the nursery, seeing that the baby is put to bed at the right hour, and all such constabulary labours and perils. I have not the text of the Children's Bill by me, but my list will be roughly correct. Nevertheless, I cannot think that our constabulary throws itself into the problems of the nursery with quite such all-forgetting enthusiasm as Mr. Herbert Samuel doubtless intended it to do. Those long conversations which can sometimes be observed in progress between policemen and nurses may be wholly concerned with educational and

psychological points of difficulty; but these conversations are the only form of nursery interest that I have ever seen the constable display. His interest in the children is, to say the least of it, indirect; and I am quite sure that any healthy-minded policeman would be happier holding a murderer than holding a baby. Therefore, I think this other theory that the policial intellect has turned from the subject of murder to the more absorbing subject of education must also be given up.

But the true and clinching consideration which proves that crimes can be part of no mere drift or doom is the abrupt, individual, and sometimes quite inconceivable oddities that occur in them. All the murders are alike in so far that they ultimately murder; that violent

not only all go to the same place; they also all come from the same place. It always hails for the same reason, whatever it is. If each individual hailstone has a motive it is probably a tribal motive.

But if it were reported on equally good authority that only three and a half stones had fallen in Bournemouth, the generalisation would involve a fallacy, for there need be no real similarity in the cases. The first stone might be thrown by an invalid into the sea; the second stone might be thrown by a healthy boy through a window; the third might be hurled with murderous intent by a mad politician interested in the extension of the franchise. As for the half stone left over, I suppose that would be thrown by a moderate politician, on our old principle that half a stone is better than no

slaughter; it might be called the Conciliation Stone. But the point is this: that the invalid, the schoolboy, and the fanatic have not enough in common to constitute any general rule at all about the falling or non-falling of stones. They all play with pebbles for various reasons and at different times. The schoolboy (being without sin) will probably cast the first stone, in the course of some early-morning ramble; the invalid is more likely to be inspired to fling one feeble pebble in the splendour of the setting sun; while the political idealist may very probably wait till darkness, because his deeds are evil. But even this matter of time is very vague; statesmen, seas, and windows are cockshies at all times of the day and night. There might be these petrobolous types, or there might be none of them, or there might be many other types. Bournemouth

might proudly entertain a gentleman who dropped rocks on his own feet by way of penance, or a gentleman who dropped them on other people's heads out of misanthropy; or a gentleman who habitually, when he went for a walk, dropped pebbles in a trail behind him, like Hansel and Gretel, for fear he should lose his way. All these ordinary human varieties would enrich and complicate the question of the falling stones; and merely to count the number of stones that had fallen in one year would be almost useless, since we should have no guide or law to explain the outbursts and cessations of stones. In short, wherever we have a problem of few cases and various causes, it is very hard to make anything of it. Now, murders are peculiarly a matter of few cases and various causes. So very few of us ever get murdered at all, even when we deserve it, that there are no data sufficient for a synthesis. And then, even if we are murdered, remember what a large number of reasons there might be for murdering us. Even as you read this article six persons are perhaps plotting your end; and all for entirely different, yet quite convincing reasons.



SAND CASTLES IN SPAIN: THE PRINCE OF THE ASTURIAS DIGGING ON THE BEACH AT SAN SEBASTIAN.

This charming photograph of the King of Spain's children playing on the beach at San Sebastian shows that the tastes of juvenile royalties are very much the same as those of their less exalted neighbours. The little Prince of the Asturias is digging away at his sand castle with a vigour that argues well for the Spanish succession. The fact that a soldier is helping him should ensure the structure being of a proper military character. Prince Alphonse was born at Madrid on May 10, 1907. His brother, Don Jaime, was born on June 23, 1908, and his little sister Beatriz on June 22, 1909.

death is their upshot. But in their origin and idea they are as different as any two or three eccentricities can be; as different as a man shooting giraffes from a man collecting tram-tickets, as different as a vegetarian in a restaurant from a saint in a cave. For here indeed is one of the most obvious of the four or five fallacies upon which the towering fabric of popular science is reared. I mean the application of modes of reckoning proper to uniform facts to facts that are in their nature miscellaneous. Or, in other words, counting things together because they are alike in their effect, as if they were alike in their cause. If we are dealing with hailstones (let us say) it is reasonably adequate simply to count the hailstones—if you can; I am told it is difficult. But if it can be said by a scientist with his hand on his heart that only three hailstones (or more probably, three and a half) have fallen at Bournemouth since the year 1066, then we shall not be far wrong in calling Bournemouth a safe place from hail. But if instead of asking how many hailstones have fallen we ask how many stones have fallen, then the case is quite different. Hailstones

FROM THE WORLD'S SCRAP-BOOK.



Photo, Central News.

NOT A DIMINUTIVE CANUTE: THE PRINCE OF THE ASTURIAS PADDLING AT SAN SEBASTIAN.

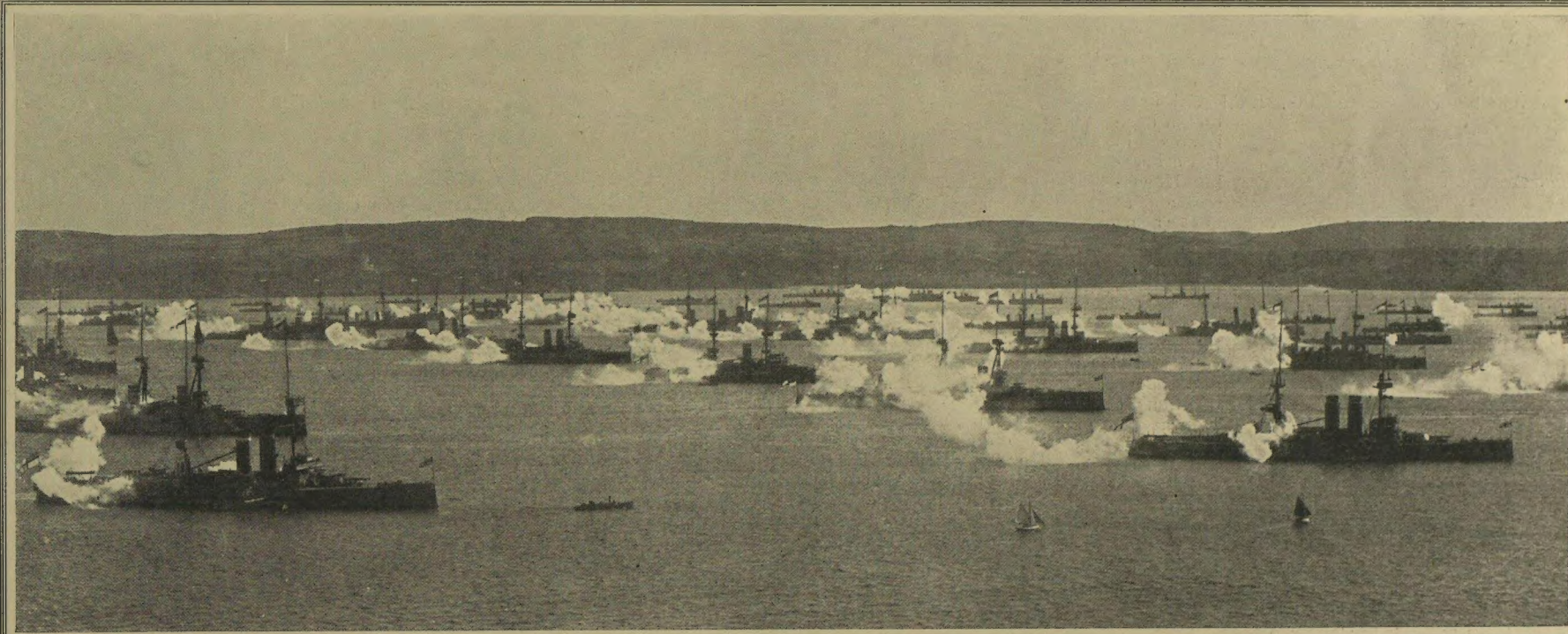
Unlike King Canute, the little Prince of the Asturias, eldest son and heir of the King of Spain, evidently does not object to the tide coming up to his feet. In fact he shares the delight of little boys of his age—three and a little over—for paddling.



Photo, Central News.

THE HOPES OF SPAIN AT PLAY: THE ROYAL CHILDREN AT SAN SEBASTIAN WITH THEIR NURSES.

The children of the King of Spain evidently enjoy the sands of San Sebastian as much as any little Londoner on the beach at Margate. The Prince of the Asturias, the eldest, is seen carrying his sand-rake, while Don Jaime, his brother, has a little bucket.



Photo, Central News.

"THE THUNDER OF THE FAR-FLUNG BATTLE LINE": THE ASSEMBLED FLEETS IN TOR BAY SALUTING THE ROYAL YACHT.

The King's visit of inspection to the Fleet in Tor Bay came as a climax to the "grand manoeuvres" of the year, in which have taken part the three principal fleets maintained under the British flag in European waters—upwards of 160 vessels of war; the Home Fleet, of which the Dreadnoughts are the feature; the Atlantic Fleet, in which the Formidable and London class predominate; and the ships of the Mediterranean Fleet; together with their cruiser squadrons, two destroyer divisions, and a large flotilla of submarines, one of which is D1, the newest and largest boat yet in service. The fleet reached Tor Bay early on Monday morning, having come round from Falmouth during the previous night, in response to a change of plan for the King's inspection, caused by the stormy weather.



Photo, Central News.

THE EARLIEST OF THE MARTYRS: THE FIRST SUFFRAGETTE TO GO TO GAOL IN LONDON WALKING IN THE RECENT PROCESSION.

The Suffragettes' demonstration in Hyde Park last Saturday was favoured by fair weather and attended by some fifteen thousand people, who marched to the Park in two great processions, one starting from Shepherd's Bush, the other from the Embankment, with bands and women on horseback, and innumerable banners and standards—one notable flag being dedicated to the "Hunger-Strikers," the women who refused food in prison. In the Park a hundred and fifty speakers addressed the huge crowd from forty platforms for an hour and a half, and in the end the resolution in favour of "Votes for Women" on the lines of the Conciliation Bill now before Parliament was put simultaneously, and carried by acclamation.



Photo, Risser.

ALMOST MORE FORMIDABLE THAN JEFFRIES: A MOB OF ADMIRERS WELCOME JOHNSON, THE NEGRO BOXER, ON HIS ARRIVAL HOME.

Johnson, the negro champion pugilist, lives at Chicago, and after his fight with Jeffries he telegraphed to his mother there: "I'm bringing home the bacon, mammy!" The mother, on getting the telegram, went out and sang to a large crowd. Johnson, on his return to Chicago, was warmly welcomed. He is appearing on the music-hall boards there, as prearranged, at a salary of £1000 a week. In private life he is said to be homely and good-natured and inoffensive in demeanour. Motoring is his hobby, and he is a keen buyer of racing-cars. Johnson, who has just left his motor-car to go up the steps of his home, is seen wearing a cap, just underneath the banner.

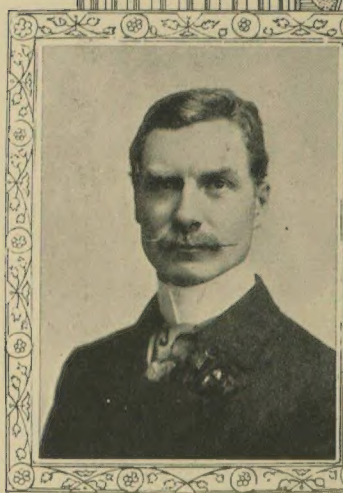


Photo. Mowll and Morrison, Liverpool.
COL. G. KYFFIN-TAYLOR,
The New M.P. for Kirkdale, Liverpool.

a majority nearly four times as large as that by which it was won last January at the General Election, is a son of the late Archdeacon Taylor, of Liverpool, and a brother of Mr. Austen Taylor, M.P. for East Toxteth between 1902-6.

The late Lord Calthorpe (Sir Augustus Cholmondeley Gough-Calthorpe) was widely known as the owner and breeder of the Elvetham herd of Short-horns—named from Lord Calthorpe's seat, Elvetham Park, Hants—which took many prizes at the "Royal" and elsewhere. The Elvetham herd of Berkshire pigs and Lord Calthorpe's Southdowns and stud of Shire horses were of equal repute. Apart from his country pursuits, Lord Calthorpe



Photo. Mendelssohn, Ltd.
THE LATE COUNTESS OF WESTMORLAND,
A Famous Society Beauty.

is the late Peer's brother, Lieutenant-General the Hon. Sir Somerset John Gough-Calthorpe, Colonel of the 5th Dragoon Guards, and formerly Colonel of the 5th Lancers. Born in 1841, the fourth son of the fourth Baron, he first served in the Hanoverian Garde Husars, and then in the British 8th Hussars, after which he joined and commanded the 5th Dragoon Guards. He retired in 1860. Lord Calthorpe saw war service in the Crimean War as A.D.C. to Raglan, and was the author of the celebrated "Letters from Headquarters in the Crimea," by a Staff Officer. He married in 1862, and has two sons and two daughters.

Mr. Hawes Craven, who died this week, was one of the first, if not the

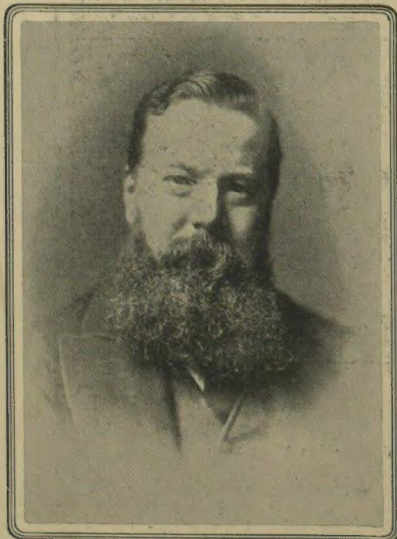


Photo. Van der Weyde.
THE LATE MR. HAWES CRAVEN,
Sir Henry Irving's Favourite Scenic Artist.

THE LATE
BARON
CALTHORPE,
A Noted Agriculturist
and Generous Donor to
Birmingham University.—[Photo. La Fayette.]

Personal Notes. Col. G. Kyffin-Taylor, who held the seat for the Kirkdale Division of Liverpool for the Unionists at last week's bye-election, with

took a keen interest in Birmingham University, and at different times presented land to it valued at £35,000, forming the site of the new University buildings and students' recreation ground. He was born in 1829, and was the sixth Baron of his line. His only son predeceased him, dying in 1906 unmarried.

The seventh Lord Calthorpe

PORTRAITS AND WORLD'S NEWS.



LORD
CALTHORPE,
Who has Succeeded his brother
as Seventh Baron.
Photo. J. Russell and Sons.

London scenic artists, and came in touch in his early days with Dickens and Wilkie Collins and Clarkson Stanfield. It was at the old Olympic that he made his first success, notably with an act-drop representing the Eddystone Lighthouse in a storm.

Mme. Franck's ambition is to be the first woman to fly the Channel, and she spent some days recently

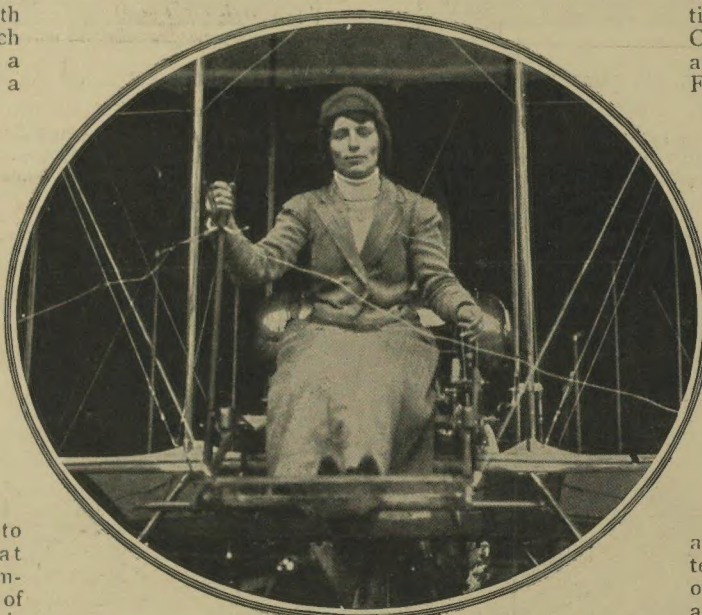


Photo. Illustrations Bureau.

MADAME FRANCK,

The Famous French Airwoman, who Intends to Fly Across the Channel. at Calais, awaiting the moderating of the stormy winds, in order to essay her flight. She has also visited Dover, and motored along the cliffs near there to select a suitable spot for her landing-place. Her preference is the Swingate Downs, near Dover, not far from where the late Mr. Rolls started for his Channel feat. Mme. Franck, who is a pupil of Farman, is using a biplane.

The Countess of Westmorland, who died last week, was formerly Lady Sibyl Mary St. Clair Erskine, one of the four beautiful daughters of the Earl of Rosslyn



THE HON. CYNTHIA CHARTERIS.

MR. HERBERT ASQUITH.

THE PREMIER'S SECOND SON AND HIS BRIDE, WHO WERE MARRIED ON THURSDAY.

Photographs by Lafayette.

very first of all, scene-painters in London. For many years he did most of the work for Sir Henry Irving, beginning with the scenery for "The Bells." His forte was certainly woodland scenery, as to which Mr. Hawes Craven was unequalled. He was probably also the oldest of our

and Blanche, Lady Rosslyn. Two of her sisters are the Duchess of Sutherland and Lady Angela Forbes, and her half-sisters are Lady Warwick and Lady Algernon Gordon-Lennox. She married the thirteenth Earl of Westmorland in 1892, and leaves two sons and two daughters.

The marriage of Mr. Herbert Asquith, second son of the Prime-Minister, with the Hon. Cynthia Charteris, daughter of Lord and Lady Elcho, and granddaughter of the Earl of Wemyss, on Thursday at Holy Trinity Church, Sloane Street, was to have taken place some time ago, but had to be postponed owing to the bride having to undergo a severe operation. Mr. Herbert Asquith had a distinguished career at college, and made his mark as a debater at the Union. Following in his father's footsteps, he has been called to the Bar.

Señor Antonio Maura, the Spanish statesman on whose life an attempt was made last week at Barcelona

railway station, while on his way with his family for a holiday in Majorca, was the ex-Spanish Premier and leader of the Conservative party in the Cortes. He it was who carried through the arrest, trial, and execution of the notorious Barcelona Anarchist, Ferrer. Señor Maura's unpopularity in regard to that case had undoubtedly to do with his sudden laying down of office last October. The Barcelona Anarchists have ever since Ferrer's death vowed vengeance on the ex-Premier for his firmness in the matter. In the recent attempt on him, Señor Maura was wounded in both arms by revolver-bullets.

Princess Jeanne Bonaparte, Marquise de Villeneuve, who died last week in a nursing home in Paris at the age of forty-nine, was a grand-niece of the great Napoleon. Her father was the notorious Prince Pierre Bonaparte, whose shooting of the Paris journalist Victor Noir in 1870, in the last year of the Second Empire, so adversely affected the prestige of Napoleon III, although the Prince was acquitted under very dramatic circumstances. She was the sister of Prince Roland Bonaparte, and in 1882 married the Marquis de Villeneuve. She was at one time a very notable figure in Paris



Photo. Boissonnas and Tapenier.

THE LATE PRINCESS JEANNE BONAPARTE,
A Grand-Niece of the great Napoleon.

society, and her receptions were famous.

Mr. Henri Gros, who died this week, was a prominent music-hall manager of the old school, and will be long remembered by the public, especially for his connection with the old Metropolitan, in the Edgware Road. He was the last of the "old brigade" of music-hall managers—of the days of Vance, and "Jolly John Nash," and "Champagne Charlie."

The Naval Manœuvres. This year's naval manœuvres, in which a combined Armada, made up of the Home, Atlantic, and Mediterranean Fleets,

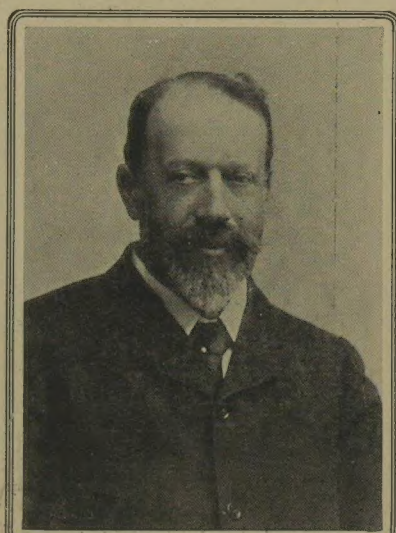


Photo. Hana Studios, Ltd.

THE LATE MR. HENRI GROS,
The Last of the old-style Music-Hall Managers.

(Continued overleaf.)

A BLUEJACKET AS A TEMPORARY MASTER OF THE ROBES.



HIS MAJESTY PROTECTED BY HIS ROYAL NAVY: A SAILOR HELPING THE KING ON WITH HIS MACINTOSH.

An everyday sight in all naval ports is that of officers of rank, such as Admirals and Captains, when on shore on duty, walking followed by their coxswains, who carry a waterproof or boat cloak as much for use on emergency as a mark or badge of office. At Portsmouth last week, when Admiral-of-the-Fleet King George made his round of visits to Whale Island and Haslar, one such coxswain had an opportunity of rendering the King a service. While his Majesty was going round Whale Island a sudden shower came on, whereupon the coxswain proved himself a veritable "handy man," by stepping briskly forward and cloaking the King with alacrity before he had time to get in the least wet.

sixteen Admirals were engaged, and 160 odd ships, the ships being divided into two opposing fleets—the "Red" in three squadrons, each commanded in chief by Sir W. May, Sir A. Milne, and Rear-Admiral Jerram, and the "Blue" in two squadrons, commanded by Sir Edmund Poë and Prince Louis of Battenberg. It is certainly a pity that the problem of this year's great naval war-game was from first to last kept a secret by the Admiralty. In consequence, less interest than usual has been taken in the manœuvres by the general public, and it is even now not clear which side won in the end, while the accounts of the final encounter off the Bristol Channel of the principal squadrons of the fleet are vague, and differ in essentials hopelessly. All that can be said for certain is that there was a fight. One remarkable new departure there was, however, this year in connection with the naval manœuvres.

Although unofficial—and perhaps not exactly favoured at the War Office—it is yet a matter incidentally of national, if not indeed of imperial, interest. Lord Kitchener followed the manœuvres all through, as a spectator and private guest, embarking on board the first-class cruiser *Drake*, flagship of Rear-Admiral F. T. Hamilton. It is the first time that any of our military officers of high position has done such a thing, although in Germany it is often done for the benefit of the instruction so received. In a campaign where fleet and army were co-operating, it might be useful to a general to know something of naval tactics.

of the helmet and admit fresh air. At the same time, in case of delay below, the helmet contains a case containing a chemical mixture, which, when breathed on, generates oxygen, and at the same time purifies and

with a dummy skeleton submarine at the bottom. Over the tank is a movable "air-lock" (as shown in our illustration), in which men are lowered to the bottom of the tank. They are taught to adjust the helmet and jacket in the "air-lock" and work the oxygen supply, and then, at the bottom (with 12-lb. weights attached to the dress) they enter the dummy submarine, clamber about it, and practise escaping from it by the hatchway door, exactly as might be expected to be the case in an accident. The helmet can also be used as a smoke-helmet on emergency, and is used for diving-work in shallow water to recover lost tackle, to clear fouled propellers, and so forth.



"DECLARING HIS MAJESTY'S PLEASURE TOUCHING HIS ROYAL CORONATION": GARTER KING OF ARMS READING THE PROCLAMATION AT ST. JAMES'S PALACE.

With all due ceremony, the Proclamation fixing the time of the Coronation of King George and Queen Mary for next June was made in London last week. At St. James's Palace the Proclamation was read by Garter King of Arms, Sir Alfred Scott-Gatty, and at Charing Cross, Temple Bar, and the Royal Exchange, by the heralds. The Duke of Norfolk (the Earl Marshal) is next but one to Sir Alfred (on the left in the photograph).

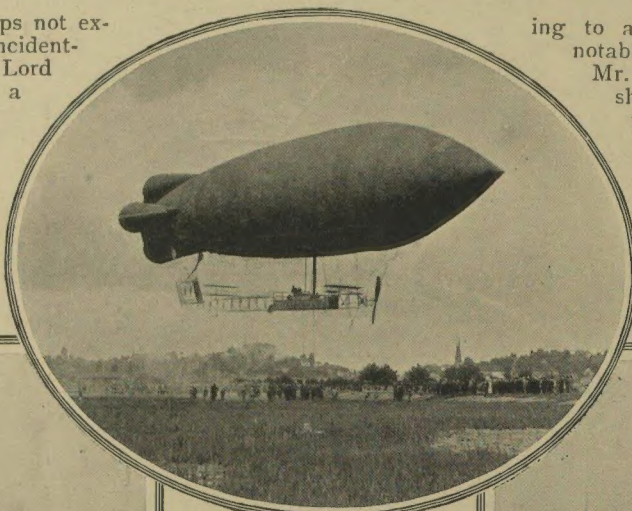


Photo. Barratt.

PASSENGER AIRSHIPS INAUGURATED AT LUCERNE: THE FIRST TRIAL TRIP OF THE "VILLE DE LUCERNE I."

The passenger airship service at Lucerne was inaugurated last week, a number of visitors paying £8 each on the first journey. Our photograph shows the airship, the "Ville de Lucerne I" on its trial trip, with the captain, one passenger, and two mechanics on board. Trips lasting for an hour or two are made every day.

re-oxygenates respiration. The attached lifebuoy (inflated) can hold up two men, the whole—helmet, jacket, and oxygen-generator complete—only weigh-

ing 22 lb. All the weight comes on the shoulders of the wearer, and the waterproof-jacket leaves the man's

Mr. Bonar Law. Discussion on the Civil List was comparatively brief, and except for a few harsh phrases from Mr. Barnes and Mr. Keir



Photo. Topical

BRIGHTON CELEBRATING A MUNICIPAL ACHIEVEMENT: THE PROCESSION ON THE OPENING OF A NEW PARADE.

Brighton was last week en fête on the occasion of the opening of the long parade which runs from Kemp Town to Hove, and which has been reconstructed at great expense. Sir George Gibb, Chairman of the Road Board, broke a silk ribbon stretched across the road and declared it open.

Life-Saving Apparatus for Submarines.

Among our illustrations of the King's visit to Portsmouth will be found photographs of the new "submarine helmet" and of the "air-lock," a conjoint device to avert loss of life in submarines in future, and to enable a crew to come in safety to the surface in case of accident. The former is a self-contained diving helmet and jacket; the latter an air-tight section built from the side of a submarine, in which the air is trapped as the water fills the interior of the vessel's hull. Two of these "air-locks" are now built as part of the permanent structure of every submarine, and are being added in all the other vessels. The helmets (which pack in a small space) are kept hung inside the "air-locks," with seats for the crew to use while adjusting the fitting of the gear. In case of an accident, the crew would make for the "air-locks," and having put on the jackets and helmets (a matter of half a minute), would be ready to escape by the torpedo-hatch of their sunken ship as soon as it was ascertained that the pressure of the water outside was the same as that inside; that the sunken vessel had been completely flooded, and all the air displaced by the inrush of water. Once clear of the sunken boat, the air in the helmet carries the wearer to the surface, where, after inflating an air-chamber, serving as a lifebuoy, he can open the front

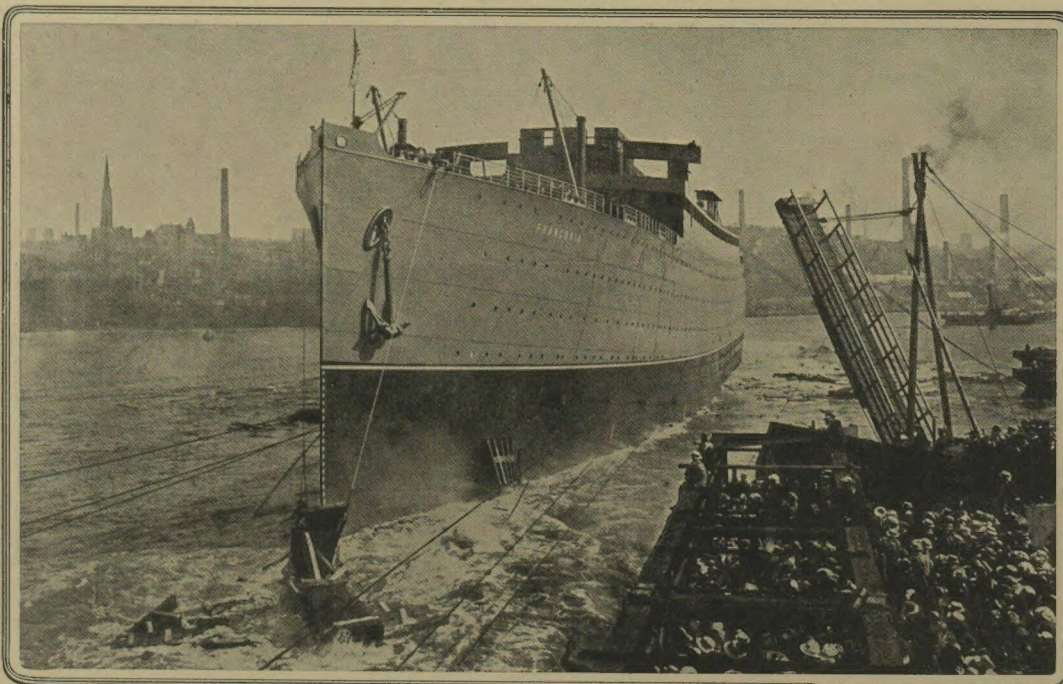


Photo. Frank and Sons.

A YOUNGER SISTER OF THE "MAURETANIA": THE LAUNCH OF THE "FRANCONIA."

The "Franconia," which has been built for the Cunard Steamship Company by Messrs. Swan Hunter and Wigham Richardson, was launched recently at their yard on the Tyne. She is the next largest vessel to the "Mauretania," which was built by the same firm.

hands free. Every officer and man in the submarine service is trained in the most realistic manner at Haslar Submarine Depot, where there is a large tank,

stitutional truce with the Opposition leaders, they have been treated with forbearance by impatient friends below the gangways.

Parliament.

The summer sittings of an amazing session, which has been marked by striking vicissitudes, are drawing to a close with interesting incidents. One of the most notable and novel features of the final days has been Mr. Churchill's scheme of prison reform—a scheme which shows boldness of conception, and which will evidently produce sharp controversy. Another feature has been the prominence given by the official Opposition to "the great policy of Colonial Preference." Mr. Balfour placed it by a significant speech in a very conspicuous place in the programme of his party, and while the Prime Minister's attitude to it remained as hostile as ever, it was earnestly championed at a second debate by Mr. Lyttelton and

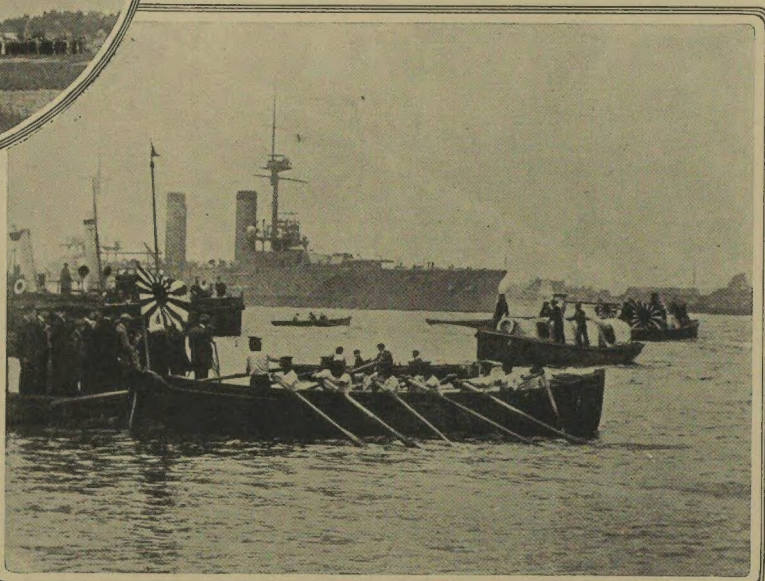


Photo. Roberts.

JAPANESE SAILORS HOLD SPORTS AT GRAVESEND: PREPARING FOR A BOAT-RACE.

The crew of the Japanese battleship "Ikoma," which has visited this country in connection with the Japan-British Exhibition, held sports last week at Rosherville Gardens, Gravesend. One of the chief events was a boat-race for a cup presented by the Mayor of Gravesend. The winning crew is seen in the foreground and the "Ikoma" in the background.

Discussion on the Civil List was comparatively brief, and except for a few harsh phrases from Mr. Barnes and Mr. Keir Hardie, who did not command a full vote even of their own friends, it proved remarkably temperate. Only a few colourless criticisms were uttered by Liberals. The minority which demanded a reduction of the Civil List amounted to only 26, two-thirds of whom were Labour Members, and the Resolutions were finally carried by 197 to 19. As a party, the Nationalists abstained from any share in the settlement or in the controversy, neither speaking nor voting. And when the Resolutions came before the House on Report not a single voice was raised in protest, and no division was challenged by any section. The disinclination of the allies of the Government to risk the fate of the Administration in existing circumstances was shown when Lord Castlereagh moved the reduction of the tea duty. Although this reduction has been advocated by Nationalists and Labourists, yet, for fear of placing the Ministers in a minority, the former voted against the Amendment, and some of the latter took a prudent course. The Government have enjoyed much good fortune, and while benefiting by the Constitutional truce with the Opposition leaders, they have been treated with forbearance by impatient friends below the gangways.

MARCONIGRAMS OF THE CONGO: BATETELA GONG-SIGNALLING.

DRAWN BY OUR SPECIAL ARTIST, NORMAN H. HARDY.



WIRELESS MESSAGES BEFORE THE DISCOVERY OF THE HERZIAN WAVES: COMMUNICATING OVER A DISTANCE OF SEVEN MILES
BY A CODE OF SOUNDS.

The gong used by the Batetela for sending messages is first cut out from one large solid piece of hard wood. It is then hollowed out, the whole of the interior being removed through the long opening at the top. The hollow inside follows the outer shape. The sticks used to beat the gong have at their ends a knob of rubber. To send a message, the beater of the gong will ascend a hill in the evening. The sound of the drum, very rough when near by, is quite beautiful music at a distance. I have tried the abilities of these drummers by having a message drummed to a village six miles distant asking the chief to "send me the arrow he showed me the evening before; not the one with an iron tip, but the one with the twisted feathers." The arrow arrived in less than an hour. This gong, a solid block of wood, gives three sounds on each side, according to where it is beaten. The six sounds so obtained are used to form a syllabic alphabet, which permits them to transmit messages, however complicated they be. The sound carries about seven miles.

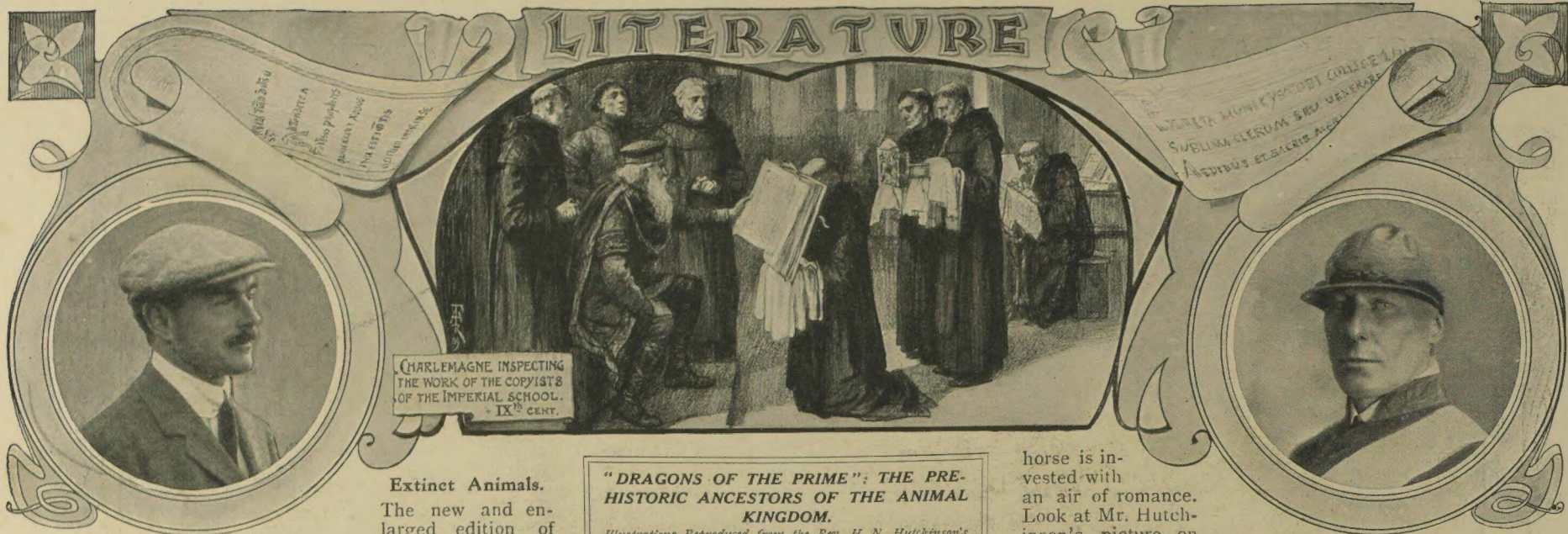
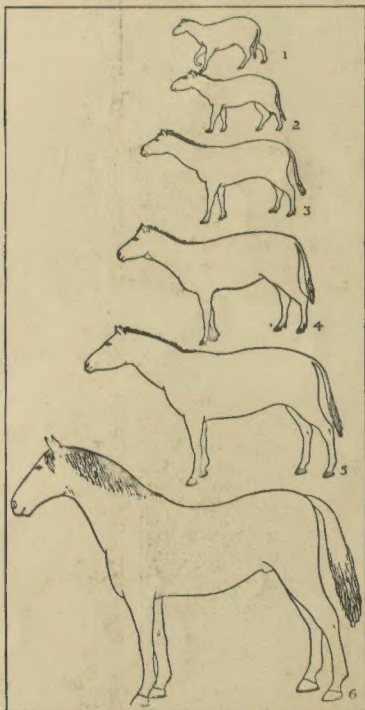


Photo Roberts.
THE EARL OF MARCH,
 Author of "Records of the Old Charlton Hunt,"
 Published by Mr. Elkin Mathews.

inon, B.A., etc. (Chapman and Hall), should find ready acceptance. The general reader has no time or training to deal with microscopic evidence; but he can appreciate what a huge Dinosaur was when he stands face to face with its skeleton or its reproduction. When he visits the museums and sees the skeletons of the gigantic fish lizards, the *Ichthyosaurs* and the *Plesiosaurs*, or the reproduction of the *Pterodactyls*, he can appreciate what extinct life means, and form some adequate notion of life's development in the æons of the past. The very name "fossil" is one to conjure

Extinct Animals.
 The new and enlarged edition of "Extinct Monsters and Creatures of Other Days," by the Rev. H. N. Hutchinson, B.A., etc. (Chapman and Hall), should find ready acceptance. The general reader has no time or training to deal with microscopic evidence; but he can appreciate what a huge Dinosaur was when he stands face to face with its skeleton or its reproduction. When he visits the museums and sees the skeletons of the gigantic fish lizards, the *Ichthyosaurs* and the *Plesiosaurs*, or the reproduction of the *Pterodactyls*, he can appreciate what extinct life means, and form some adequate notion of life's development in the æons of the past. The very name "fossil" is one to conjure with in respect of the interesting nature of all finds connected with life's relics preserved to us in the earth's crust. The pity of it all is that we find so few traces, relatively speaking, of the abundant life which characterised certain epochs of the past. We are only now beginning to appreciate something, for example, of the vast stores of reptilian remains which the Mesozoic or "Middle" period of geology offers to view; yet, as Darwin said, the geological record, despite all our knowledge of life in the past, must always remain of incomplete character. This incompleteness may be due to other causes than these represented by man's inability to unearth fossil remains. For certain kinds of animals, from their very habits, were not likely to leave many traces behind them on the earth's crust. Birds and insects, for example, are poorly represented in the record. Their bodies have little chance of sinking into lake and sea so becoming fossilised, for birds and insects are very full of air, and so tend to float after death in place of sinking. Animals and plants, again, with hard parts—teeth, bones, scales, and the like—are those which present the most favourable subjects for preservation; and shells and corals also illustrate what hardness implies in the making of the fossil world. But sometimes the hazard of chance falsifies all our predictions. A jelly-fish is mostly water, and it would be regarded as the most unlikely animal to leave any trace of its existence in a fossil sense, yet the impressions of these delicate creatures have been met with in rocks which in their early history represented the soft mud of some ancient sea. In the same way we get footprints of animals duly impressed on "the sands of time." Armed with such a book as that under notice, the ordinary reader should develop a taste for archæology (from a biological standpoint) such as may form a means of culture of exceeding value. Mr. Hutchinson's book has been long before the public, in company with another volume which also deals with extinct animals. The whole subject is fascinating—surely more so than the pursuit of an ancient vase or a far-back coin. Even the history of the



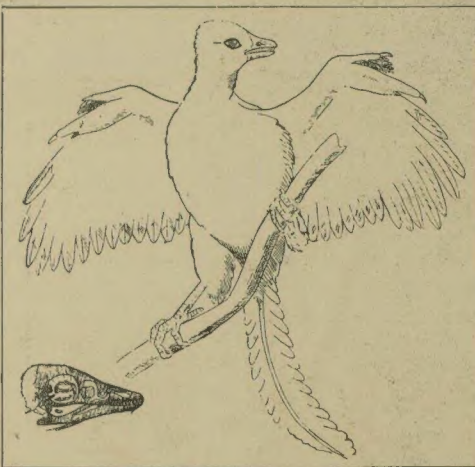
THE EVOLUTION OF THE HORSE: RESTORATIONS FROM FOSSIL REMAINS FROM LOWER EOCENE TO RECENT TIMES.

"The series of fossil horses now known is so complete that hardly a single important gap is left between the original five-toed ancestor and the horse of to-day, with only one toe to each foot. Here then we have the most perfect evidence of the evolution of an animal. The names of the different stages are: 1. *Hyracotherium* (Protomeryx); 2. *Orohippus*; 3. *Mesohippus*, allied to the *Anchitherium*; 4. *Merychippus* (Protohippus); 5. *Pliohippus*; 6. *Equus caballus*."

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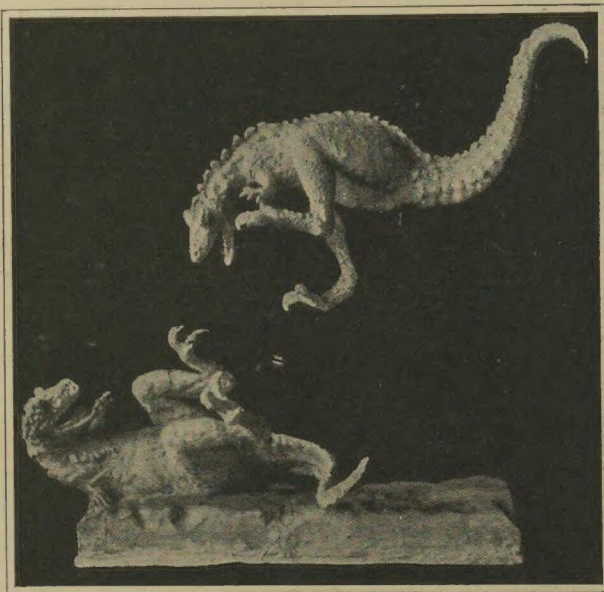
"DRAGONS OF THE PRIME": THE PRE-HISTORIC ANCESTORS OF THE ANIMAL KINGDOM.

Illustrations Reproduced from the Rev. H. N. Hutchinson's "Extinct Monsters and Creatures of Other Days," by Courtesy of the Publishers, Messrs. Chapman and Hall.



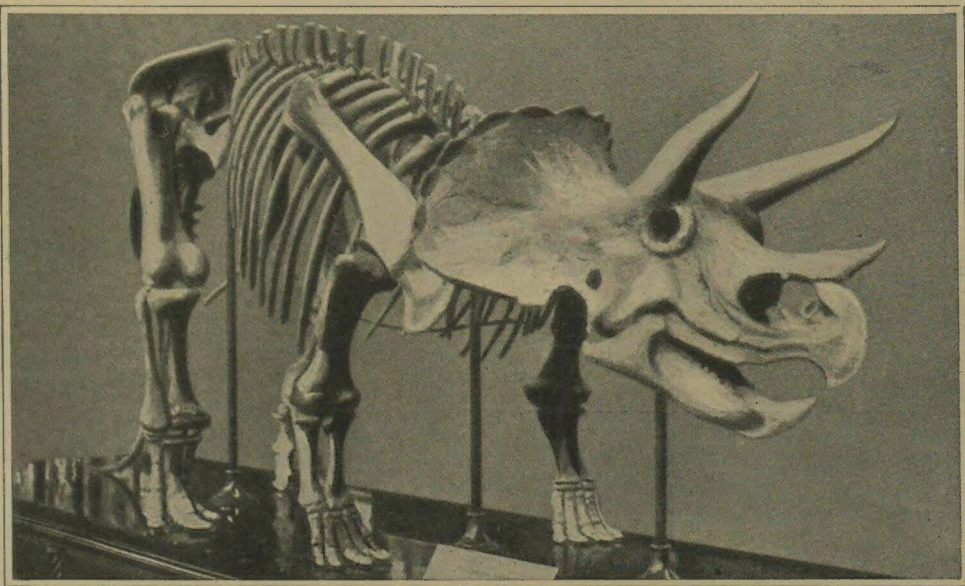
THE EARLIEST BIRD: A RESTORATION OF ARCHAEOPTERYX, OF THE MESOZOIC ERA.

"The oldest known fossil bird . . . is the famous Archaeopteryx. Time was . . . when no fossil birds were known in rocks older than Tertiary deposits; but we now trace back the bird line to the . . . Secondary or Mesozoic Era."



RELATIVES OF TYRANNOSAURUS REX: MODELS OF LAELAPS RESTORED IN THE AMERICAN MUSEUM OF NATURAL HISTORY.

"By far the greatest of all the carnivorous Dinosaurs was the huge and fierce beast known now as *Tyrannosaurus rex*. Its length was about thirty-nine feet, and height about seventeen feet. . . . *Allosaurus* and *Laelaps* were related forms. The limb-bones in all these forms are hollow.



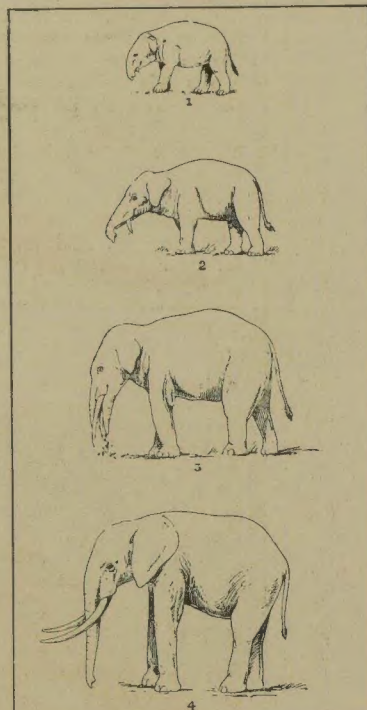
THE FATAL EFFECTS OF SWELLED HEAD: THE TRICERATOPS PRORSUS, WHOSE ABNORMAL CEPHALIC DEVELOPMENT WAS ITS UNDOING.

This reconstructed skeleton of a great herbivorous horned Dinosaur, *Triceratops prorsus*, is in the Natural History Museum at South Kensington. It "flourished in America at the end of the long Mesozoic Era, during the Cretaceous period." It had an enormous skull, seven or eight feet long in full-grown specimens. The back part rises into a huge crest, protected by a fringe of bony plates. "Professor Marsh thinks that . . . the head at last became so large and heavy that it must have been too much for the body to bear, and so have led to its destruction."

horse is invested with an air of romance. Look at Mr. Hutchinson's picture on this page, the evolution of our modern horse from the *Hyracotherium*, a small creature about fourteen inches high, and with many toes in place of the single well-developed third toe which marks the modern equine. And then there is the story of the elephants, absorbingly interesting. If we go to the "Zoo," and see the existing species, two in number, we may by aid of this book cast our thoughts back to the mammoth and its ancestors, and to the little elephants found fossil in Malta and elsewhere, and so know more about the elephant family than falls to the lot of ordinary mortals. The whole book is full of wonderful accounts of the ancient monsters which represented, at least some of them, the "dragons of the prime," and it may be safely said that from no one of its pages can the reader fail to gain ideas of educational value concerning life's development in days when the world, relatively speaking, was in the heyday of its youth.

The Charlton Hunt.
 The Earl of March has made a very valuable addition to the history of sport in England, in his "Records of the Old Charlton Hunt" (Elkin Mathews). From the days of William III. down to those of George II. the little Sussex village held in the world of fox-hunting a position exactly comparable with that held by Melton Mowbray at the present day: Charlton was the metropolis of the sport when fox-hunting was in its infancy; royalty went thither to hunt with the Duke of Richmond, and when foreign visitors of distinction wished to bear part in fox-hunting, it was to Charlton they were taken. Hence the Earl's discovery at Goodwood of old letters and papers relating to the Charlton Hunt is one of exceptional interest; and, let us say at once, he has turned his booty to very excellent account, having compiled therefrom a work which affords not only a curiously vivid picture of fox-hunting in its robust infancy, but of the social life of the period. The principal features of the book are the anonymous poem which, as the Duke of Richmond recorded, "was brought me by a Porter in the beginning of February 1737," which poem recounts the circumstances under which the hunt was established by the Duke and the Earl of Tankerville in 1729; the Proceedings of the Hunt Club—a very exclusive body indeed—at various meetings; extracts from the Duke's hunting diaries between 1737 and 1745; and letters from brother sportsmen. The diaries and the letters contain the cream of the book; the Earl has wisely retained the archaic spelling and phraseology, and we get the full flavour of the terse, graphic, often ironical and drily humorous, record kept by this the leading master of hounds in his day. Incidentally, we obtain sidelights upon sport in other parts of the country. Unique material has fallen into very capable hands, and the book is of very unusual interest to hunting-men and students of social life.

Photo. Elliott and Fry.
SIR CLAUDE C. DE CRESPIGNY,
 Whose book, "Forty Years of a Sportsman's Life," is to be published by Messrs. Mills and Boon.



THE EVOLUTION OF THE ELEPHANT: A CREATURE THAT HAS GROWN LARGER WITH THE AGES.

"The *Moeritherium* (No. 1) . . . was about the size of a tapir, and it probably frequented the marshes of the period (Middle Eocene) . . . The *Palaeomastodon* (No. 2.) was larger and more adapted to a terrestrial life. . . . We begin to see signs of a trunk. . . . In *Tetrabelodon* (No. 3.) we have something much more like an elephant. . . . See how much more elongated is the lower jaw." In the last stage, *Elephas Africanus* (No. 4) "the lower jaw . . . contracted and the proboscis greatly increased in size."

REAL DRAGONS REVEALED BY GEOLOGY.

REPRODUCED FROM THE REV. H. N. HUTCHINSON'S "EXTINCT MONSTERS AND CREATURES OF OTHER DAYS," BY COURTESY OF THE PUBLISHERS, MESSRS. CHAPMAN AND HALL.



PIERODACTYL. LONG-NECKED SEA-LIZARD. CUTTLE-FISH.
Plesiosaurus dolichodeirus. Length 22 feet.



RESTORATION OF THE GIANT PTERODACTYL, PTERANODON, OF CRETACEOUS AGE.
Length from tip to tip of wings about 18 feet.



A LARGE HERBIVOROUS DINOSAUR, CLAUSAURUS, FROM NORTH AMERICA.
CRETACEOUS PERIOD. The bird represented on the right is a young *Hesperornis*.



THE OLDEST-KNOWN DINOSAUR, ANCHISAURUS, FROM NORTH AMERICA.
NEW RED SANDSTONE PERIOD.



THE GREATEST KNOWN DINOSAUR (*Diplodocus carnegii*).
Length 84½ feet.



RESTORATION OF TYLOSAURUS, A GREAT MARINE REPTILE OF CRETACEOUS AGE.
Length about 40 feet. (Drawn by J. Green.)



RHYNCHOSAURUS. MASTODONSAURUS. HYPERODAPEDON. TELERPETON.
REPTILES AND AN AMPHIBIAN OF THE NEW RED SANDSTONE PERIOD.



STEGOSAURUS UNGULATUS. FROM STRATA OF JURASSIC AGE. NORTH AMERICA.
Length about 25 feet. Illustration sent by H. R. Knipe (from "Nebula to Man.")

MONSTERS OF THE PAST: CREATURES THAT INHABITED THE EARTH IN PREHISTORIC AGES

Sea, air, and land had each its own monsters, as these typical creatures depicted here show. The long-necked sea-lizard was amphibious at times; apparently it was a marine development of a land reptile. It was a creature 22 feet long, but less than half the size of the other sea-monster shown in the act of swallowing a fish, the Tylosaurus, which was 40 feet long, as big as a railway carriage. In the air was the giant Pterodactyl, 18 feet from wing to wing, "soaring like a giant petrel over the surface of the ocean," and living on fish. The group of reptiles and amphibian of the New Red Sandstone period we see, the Rhynchosaurus, Mastodonsaurus, Hyperodapedon, and Telerpeton, were a race of reptiles that "formerly existed in South Africa, probably in a great lake or inland sea," according to Professor Owen. The Dinosaurs were the great beasts of the land. Some species were carnivorous, but the greater number were herbivorous. One of our Illustrations shows the biggest known specimen, which was 84 feet from snout to tail, and 30 feet high. They flourished during the New Red Sandstone period, and represent the hugest beings that were ever seen on land or in air or sea.

ART, MUSIC, & THE DRAMA



Photo, Dover Street Studios.

M. BOURBON

As Ramon the fratricide, in Raoul Laparra's opera, "La Habanera," recently produced at Covent Garden.

novelty of the season, Raoul Laparra's "La Habanera," and there have been some protests and complaints because the story is sombre and the music filled with the spirit of melancholy. But Laparra comes from the Basque provinces, and those who know Spain would not think of looking in the shadow of the Pyrenees for the mirth and jollity of the South; such emotions have little or no existence there. All Spain is regional, and the characteristic of the Basque provinces and the Asturias is such a melancholy as London does not know on a foggy November day. The question is whether Laparra's work conforms faithfully to the standard that a Basque composer who is true to himself must follow. The writer, having listened to the music of Spain, from the Pyrenees to the Bay of Cadiz, and from Barcelona to Castello Branco, has no hesitation in declaring that Laparra's score is a faithful reflection of the Basque spirit in music. The mood is of Northern Spain, but the expression has been strengthened and made more facile by the composer's study in France. That "La Habanera" may fail to please London is possible, for we know little or nothing here of the musical genius of the Iberian peninsula, and our musical palate has been cloyed by French and Italian sweets.

The writer has never seen on the English stage a more striking representation of Spain as it is; even the men and women of the chorus move as though they belong to the country in which the story is set; the atmosphere created by drama and music never leaves the house. The interpreters must be praised. Mile. Demellier's Pilar is a rôle beautifully sung, finely acted, and, *mirabile dictu*, properly dressed; the Ramon of M. Bourbon and the Pedro of M. Dalmorès are splendid studies, true to the life of the

MUSIC.

IN a week well-nigh void of concerts, Covent Garden gave us its one lyric drama,

Basque country; and the smaller parts are all in thoroughly capable hands. If Covent Garden audiences were but prompt to respond to the best work offered to them, it is safe to say that "La Habanera" would enjoy a long life in London; but when we remember how "Le Jongleur de Notre Dame" failed to secure a permanent place in the repertory of Covent Garden, there is little reason to be hopeful



Photo, Dover Street Studios.

MME. KOUSNIETZOFF AS MANON LESCAUT.

The famous Russian prima-donna took the part of Manon Lescaut in Puccini's opera of that name for the first time in London at Covent Garden last week, and has appeared again this week in the same rôle.

about Laparra's work; though lovers of music that expresses so admirably the passions and emotions of a country of which we know too little must be grateful to the Grand Opera Syndicate for producing Laparra's opera, and doing their work so well.

The curtain falls to-night upon grand opera and opera comique, but only for a little time. Yet a couple of months, and we are to have another season at Covent Garden. And next year there is to be a battle of Titans, for the Metropolitan Opera Company of New York will reinforce Mr. Bercham at Drury Lane, while the Grand Opera Syndicate will muster all its very considerable resources to maintain the position it has held so long, and that courageous gentleman, Oscar Hammerstein, talks of building an opera-house in London and taking his chance in it. Well, in Coronation year there should be ample room for fresh ventures.

PLAYHOUSES

"A WHITE MAN," REVIVED AT THE LYCEUM.

ONE of the best plays America has

sent us of recent years is Mr. Edward Milton Royle's "romance of the West," as he terms it, "A White Man," originally produced at the Lyric Theatre in January 1908. An obvious melodrama, turning on an act of extravagant self-sacrifice, but providing most piquant pictures of life in pioneer settlements, the piece has a good story to tell, and can boast exciting incidents and a poignant love-interest, as well as picturesqueness of setting. It is difficult, of course, to believe that even for the most pressing reasons a man like Jim Carston would consent to be the scapegoat of another's wrong-doing, and punish himself with exile and loss of reputation. On the other hand, thanks to racy dialogue and deft stage-management, the local atmosphere of the West is so happily suggested that such a scene as that of the drinking-saloon at Maderick seems taken straight from life.

Here, then, was a play well worth reviving, and success should attend Mr. Herbert Sleath's efforts at the Lyceum. Mr. Sleath himself is the only member of the original cast taking part in the revival, and he plays now the part of the hero instead of that of the guilty peer. If his performance is perceptibly inferior to Mr. Lewis Waller's, if he lacks the breadth of style and personal magnetism which his predecessor possesses, nevertheless, in a quieter and less vigorous way, he is effective and pleasing. Among Mr. Sleath's supporters are a trio of actors who have made a name for themselves lately at the Lyceum—Mr. Eric Mayne, Mr. Major Jones, and Mr. Frederick Ross. These all do well; while among the ladies of the company are Miss Georgina Winter, rather conventional as the heroine, and Miss Violet Vorley, who makes the most of the pathos of the Indian girl Nat-u-rich's situation.



Photo, Dover Street Studios.

THREE GRACES: A TRIO OF THE ÆSTHETIC RUSSIAN DANCERS AT THE HIPPODROME, IN A HUNTING DANCE.

Mme. Elena Knipper-Rabeneck's troupe of eight Russian girls from the National Theatre, or "Théâtre des Arts," at Moscow, is giving a series of æsthetic dances at the London Hippodrome.



Photo, Dover Street Studios.

EXPRESSING A FIERY TEMPERAMENT: ANOTHER GROUP OF THE BAREFOOT RUSSIAN DANCERS.

The girls of the Knipper-Rabeneck troupe at the Hippodrome have been through a special training, like the dancers of the Russian Imperial Ballet. They excel in portraying the wild abandon of the Scythians.

LEADING LADY AT SEVENTEEN: MISS NEILSON-TERRY.

DRAWN BY ALFRED PRIEST AT A SPECIAL SITTING.



THE CREATOR OF THE SUCCESSFUL PART OF PRINCESS PRISCILLA IN "PRISCILLA RUNS AWAY," AT THE HAYMARKET.

There are not many actresses who have made such a remarkable success at the outset of their career as Miss Neilson-Terry, daughter of Mr. Fred Terry and Miss Julia Neilson. Though only seventeen, she has already, since her début last January as Marie Belleforet in "Henry of Navarre"—a play in which she acted with her parents—appeared as leading lady twice, and each time has made a great hit. The first occasion was her interpretation of Viola in "Twelfth Night," and the second her appearance as Princess Priscilla, the part which she is still playing in "Priscilla Runs Away," the Countess von Arnim's charming comedy at the Haymarket. It may be recalled that Miss Neilson-Terry at first acted under the name of Miss Phillida Terson.

AT THE SIGN OF ST. PAUL'S





Photo. Lafayette.

SIR FRANCIS YOUNGHUSBAND.

Whose book, "Tibet," an account of the expedition to Lhasa in 1904, will be published by Mr. John Murray.



Thomas à Becket's Deputy excommunicates Bishop Gilbert Foliot in St. Paul's during the reign of Henry II.




Photo. Elliott and Fry.

DR. SIDNEY LEE,

Whose new book, "The French Renaissance in England," is being published by the Oxford University Press.

THE ROMANCE OF OCEAN TRANSIT: THE EVOLUTION OF THE STEAMSHIP.

Illustrations from Mr. E. Keble Chatterton's "Steamships and Their Story," Reproduced by Courtesy of the Publishers, Messrs. Cassell and Co. (See Review on another Page.)

ANDREW LANG ON THE SOURCE OF "A WOMAN IN WHITE."

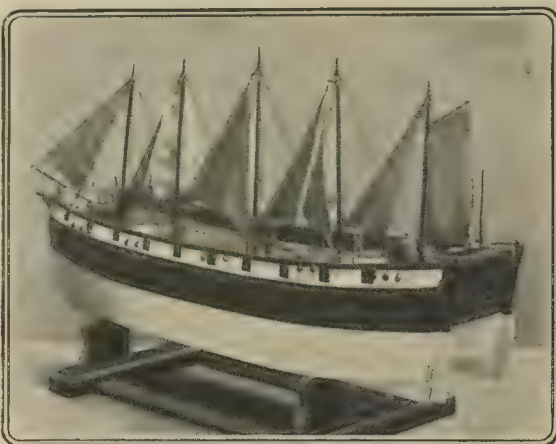
HAS anyone, under the age of fifty, read Wilkie Collins's novel, "The Woman in White"? Alas, I am old enough to have read it, as a boy, when it appeared, in *All the Year Round*, I think, and the general public was moved, the boom was sonorous (though the term "boom" was unknown). Like the professors of Islam, in Thackeray's poem on the tempest, I "thought but little of it."

It was a boom, and Frederick Walker designed a consummate "poster" of a Woman in White when the novel was dramatised—by whom I know not.

A few years ago, in wet weather, and in a Highland inn, I read the novel again; it was no better than it had been, to my mind. Mr. Swinburne, to be sure, expressed high admiration of the romance; but he probably read it in his youth, and he never stinted his admiration, or the opposite emotion. He praised Wilkie Collins as enthusiastically as he did the precise reverse to Byron—as poet and as man.

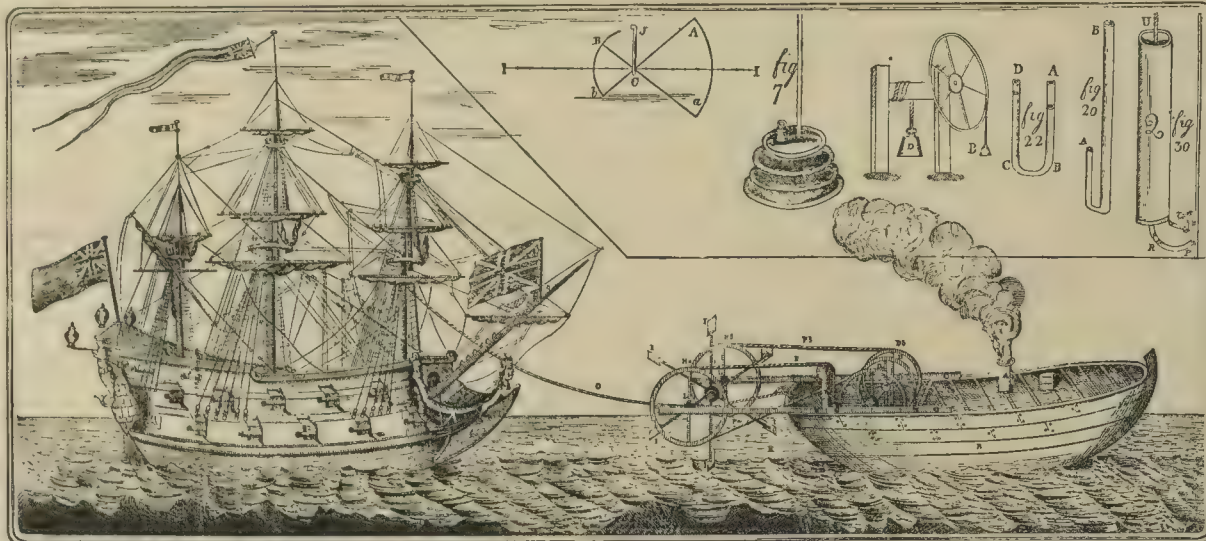
Now, by some chance, I have read the novel again, and, bar the mannerisms and such unessential things as the clairvoyant vision of Marion Halcombe, I like it much better than I did. Nothing is gained, as far as I see, by Miss Halcombe's clairvoyance (which, as R. L. S. said about children, "is too good to be true"), for the reader is not seriously concerned about the hero, Mr. Walter Hartright, drawing-master. He is exploring the cities, the mysterious Maya cities, of Yucatan, but the experienced novel-reader is not anxious about him. The hero bears a charmed life, and mosquitoes are the chief peril in Yucatan.

The clairvoyance is superfluous, like Pip's mysterious vision of Miss Havisham, hung up by the neck in the deserted brewery (in "Great Expectations"). That expectation was never fulfilled. Why did Dickens put it in? Why, having put it in, did he not cut it out? The mid-Victorian novelists were reckless people. They "lisped in numbers" (like Mr. Pope), meaning something at the time, but



PATRICK MILLER'S DOUBLE-HULLED PADDLE-BOAT (1787). FROM THE MODEL IN THE VICTORIA AND ALBERT MUSEUM.

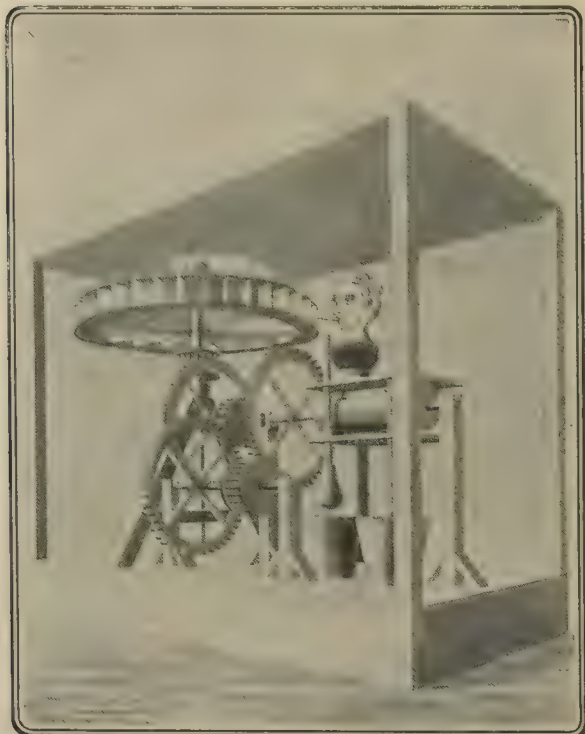
This vessel of 255 tons was built in 1787 for Patrick Miller, a wealthy Edinburgh banker. "Between the two hulls sufficient space was left for the insertion of five paddle-wheels, 7 ft. in diameter, immediately behind each other, which were driven by thirty men heaving away at the capstan placed on deck." When the masts and sails were used the paddle-wheels were lifted out and laid on deck.



JONATHAN HULLS' STEAM TUG-BOAT (1736).

[AFTER THE DRAWING ATTACHED TO HIS SPECIFICATION FOR THE PATENT.]

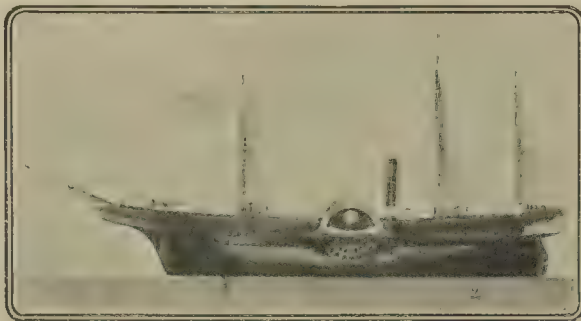
Hulls, a native of Gloucestershire, in 1736 patented a method of propelling vessels by steam, and in the next year issued a booklet on the subject. His "tow-boat" is seen (in imagination) hauling an eighteenth-century fully rigged ship, a performance never really achieved, and it is doubtful, indeed, if Hulls ever put his idea to any such test. In the upper half of the illustration are shown some of the details of Hulls' machinery, as printed by him in his book, for which the specification drawing was used as one of the illustrations.



GIOVANNI BRANCA'S STEAM-ENGINE (1629): THE SIMPLEST FORM OF TURBINE.

[FROM THE EXHIBIT IN THE VICTORIA AND ALBERT MUSEUM.]

In its first form, the turbine is like a water-wheel, a jet of steam taking the place of water. Giovanni Branca, an Italian engineer, suggested much the same thing in a book of labour-saving devices called "La Machine." It showed the steam being raised in a vessel shaped like a man's head.



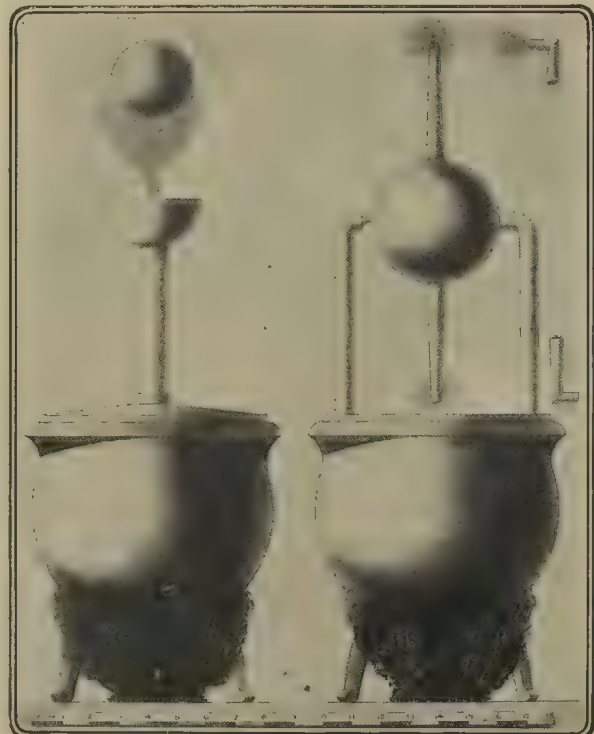
THE "BRITANNIA," THE FIRST ATLANTIC LINER (1840). FROM A MODEL, BY PERMISSION OF THE CUNARD STEAMSHIP COMPANY.

The "Britannia's" measurements were:—207 ft. long, 34 ft. 4 in. wide, and 22 ft. 6 in. deep, with a tonnage of 1154. Her paddle-wheels were 28 ft. in diameter and had 21 floats. Steam was generated in four boilers with twelve furnaces. She took eleven days four hours to cross from Liverpool to Halifax, N.S.

forgetting all about it long before the final number. Now our novelists "jine their flats," even if they do not give us grammar.

But my remarks "seek digressions," as Herodotus justly says about his own historical work.

My point is this: shortly before re-reading "The Woman in White," I read part of a story in the French *Causés Célèbres*. Part of it only I read—for the case was very long, and I looked at the end, to see "what became of them all." Nothing became of them! The case was never decided. The events occurred a year or two before 1789; and, in 1832, the Courts had come to no decision—and there the wearied reporter laid down his pen.



HERO'S STEAM APPARATUS (130 B.C.).

FROM THE EXHIBIT IN THE VICTORIA AND ALBERT MUSEUM.

Hero of Alexandria first discovered the properties of steam. In his treatise on "Pneumatics," written in 130 B.C., he described a light ball supported by a jet of steam and also referred to the "aeolipile," a hollow ball mounted on its axis between two pivots, one of which acted as a steam-pipe. By the escape of the steam from the jets the ball was made to revolve.

But I venture to guess that Wilkie Collins drew his inspiration from that French legal case. It may be remembered (if not, any reader can take the novel and verify the facts—see "The Third Epoch: The Story Continued by Walter Hartright") that Lady Clyde falls into the hands of Count Fosco. She is drugged; she, later, believes that she has been in places where she never was; then comes "a total blank" in her memory; and her recollections begin again in a lunatic asylum, where she is told that she is Anne Catherick, "the Woman in White," a person of weak mind.

Now, that is precisely the plot of my French *Causé Célèbre*. A lady of rank and fortune, with a brother destitute of means and scruples (by her account), takes a pinch of snuff from the box of a fashionable person; thenceforth she remembers things that did not occur; and she comes to her clear mind in a lunatic asylum, where she is told that she is Mme. So-and-So—a notoriously loose character.

The lady's death is legally established, like that of Lady Glyde in the novel. Her tomb (like Lady Glyde's) is "alive to testify to it"—to her demise. Her brother (like Sir Percival Glyde in the novel) collars her wealth.

She escapes (like Lady Glyde) from the asylum, and tries to prove her identity. But her statements (again like Lady Glyde's) as to what happened "are dim, vague, and unreliable," as Wilkie Collins also says.

The Revolution occurs; her witnesses are guillotined or vanish, and though she struggles to prove her identity through the Napoleonic period, the Restoration, the next Revolution of 1830, and so on, the Courts can never decide whether this unhappy French lady is herself or whether she is the other person of loose character.

Wilkie Collins, in the novel, shows that he knew well how impossible it was for Lady Glyde to prove her identity. I think he had read that *Causé Célèbre* ("and what for no?") yet there may be a mere chance coincidence.

PICKET-BOATS DOING SENTRY-GO ROUND THE KING'S YACHT.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON.

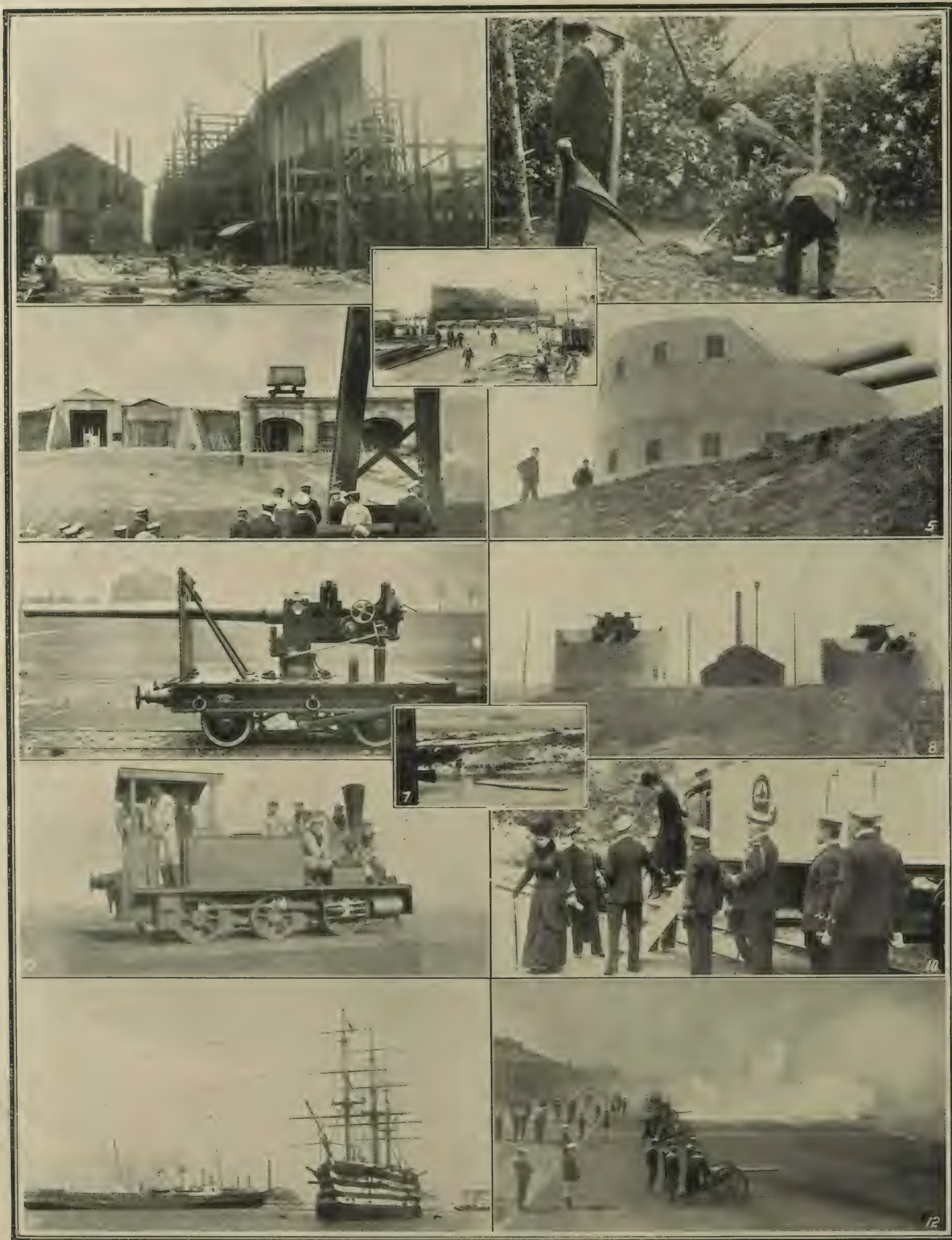


"Who Goes There?"

THE NIGHT WATCH OVER THE SAFETY OF THEIR MAJESTIES.

All the time the King's yacht is at anchor, naval picket-boats are deputed to keep a ceaseless watch over the safety of the vessel which forms the temporary home of the Majesty of Great Britain. These picket-boats, as it were, act on the water the part of the sentries who march to and fro outside the royal residences on land. They are entrusted with the duty of challenging the approach of any suspicious or unauthorised craft, for, even on the waves which Britannia rules, the vigilant precautions taken to prevent the Sovereign from being disturbed are never allowed to be relaxed.

A ROYAL SIGHT-SEEING OF TWO DAYS: THE PORTSMOUTH VISIT. INTERESTING THINGS SEEN BY KING GEORGE AND QUEEN MARY.



1. THE SUPER-DREADNOUGHT "ORION" (TO BE LAUNCHED AUGUST 20) ON THE BUILDING SLIP.
2. H.M.S. "NEPTUNE," PORTSMOUTH'S LATEST LAUNCHED SUPER-DREADNOUGHT, IN THE FITTING BASIN, FOR THE FIXING ON OF HER ARMOUR-PLATES.
3. AT THE ROSARY: PRINCESS MARY AND PRINCE GEORGE FINISHING THE PLANTING OF THE KING'S MEMORIAL TREE.
4. [AT THE PROOF-BUTTS AND ARMOUR-TESTING SHELTERS ON WHALE ISLAND, WHERE THE KING FIRED A 12-POUNDER AND SCORED A BULL'S-EYE.

5. BARBETTES AND DUMMY TURRET 12-IN. (DREADNOUGHT) GUNS, WHALE ISLAND, USED FOR INSTRUCTIONAL PURPOSES.
6. NAVAL (NEW TYPE) 4.7 GUN READY FOR PRACTICE AT THE PROOF-BUTTS, MOUNTED ON SPECIAL TRUCK FOR TRANSPORT AND FIRING.
7. DISCHARGING A TORPEDO: DRILL PRACTICE IN PORTSMOUTH HARBOUR.
8. TWO MODEL BARBETTES ON WHALE ISLAND; WITH ENGINE-HOUSE FOR WORKING BY HYDRAULIC POWER AS ON BOARD SHIP.

9. THE WHALE ISLAND SPECIAL: THE TINY ENGINE OF THE TRAIN.
10. THE CARRIAGE OF THE WHALE ISLAND TRAIN. THE ROYAL CHILDREN ALIGHTING.
11. NELSON'S "VICTORY" AS THE "VICTORIA AND ALBERT" PASSED IT.
12. FIRING THE KING'S SALUTE ON THE DRILL-GROUND OF WHALE ISLAND.

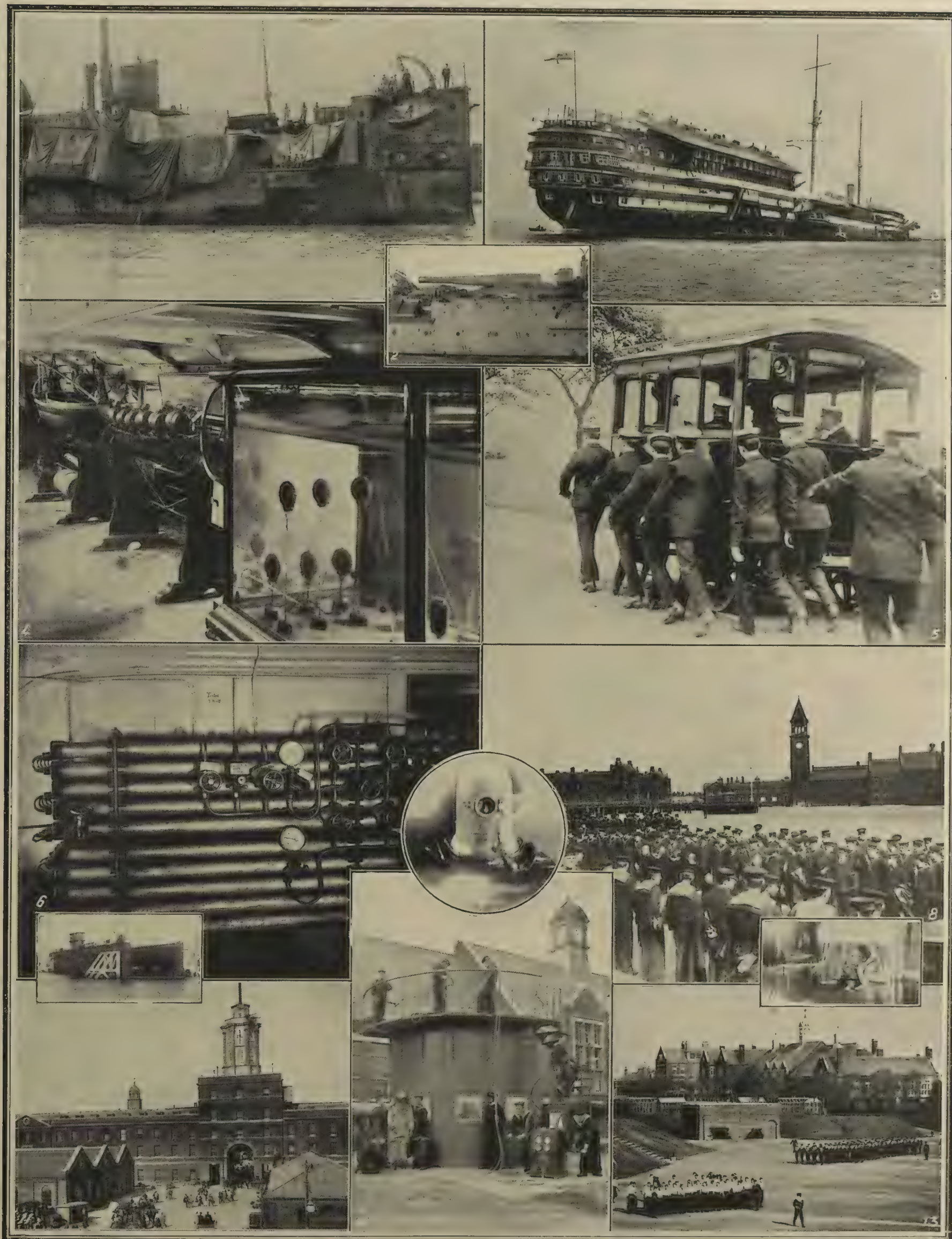
The visit of the King and Queen, accompanied by Prince George and Princess Mary, to Portsmouth was of a most thorough description, and the main objects of interest seen the royal party are shown here. Special attention was paid to the new super-dreadnought "Orion," on board which the King and Queen spent a long time, going everywhere that it was possible to get access to. They also took great interest in the working of the barbettes by hydraulic power, and the torpedo marvels of the training establishment "Vernon."

PHOTOGRAPHS BY CRIER AND SILK.

[Continued on Opposite Page.]

THE BUSY TWO DAYS OF THE KING AND QUEEN AT PORTSMOUTH.

THINGS SEEN BY THEIR MAJESTIES AT PORTSMOUTH.



1. THE 'OLD BATTLESHIP "EDINBURGH," NOW USED AS A TARGET, WHICH WAS INSPECTED BY THE KING.
2. THE NEW 80-TON, 13.5-IN. GUN (TO BE MOUNTED IN THE "ORION" AND OTHER SUPER-DREADNOUGHTS) ON BOARD THE GUNNERY-SHIP "REVENGE."
3. H.M.S. "VERNON," THE NAVY TORPEDO AND MINING SCHOOL. (THREE OLD SHIPS COMPRISE THE ESTABLISHMENT.)
4. THE "VERNON'S" MODEL TANK, SHOWING HOW ELECTRIC CONTACT MINES ARE LAID 10 TO 15 FEET BELOW THE SURFACE, WHICH GREATLY INTERESTED THE KING.

5. THE KING AND QUEEN, AFTER VISITING HASLAR HOSPITAL, TRAVELLING TO THE JETTY IN THE AMBULANCE CAR.
6. AT THE "VERNON" TORPEDO SCHOOL: AIR RESERVOIRS FOR TESTING TORPEDOES UP TO 1200 LB. PER SQUARE INCH. HIS MAJESTY WAS SPECIALLY INTERESTED IN THESE.
7. A HELMET THAT ENABLES ONE TO USE THE SAME AIR MANY TIMES. (AN EXPLANATORY ARTICLE WILL BE FOUND ELSEWHERE.)
8. ON THE PARADE-GROUND OF THE ROYAL NAVAL BARRACKS.
9. FLOATING DOCK AT HASLAR CREEK FOR REPAIRING SUBMARINES IN COMMISSION.

10. UNDER-WATER TRAINING: LOWERING A MAN BELOW THE SURFACE IN THE AIR-LOCK IN THE DIVING-TANK AT HASLAR.
11. PORTSMOUTH DOCKYARD SEMAPHORE TOWER, BY MEANS OF WHICH THE PORT AUTHORITIES COMMUNICATE WITH ALL SHIPS IN HARBOUR.
12. THE DIVING-TANK AT WHALE ISLAND: A DEMONSTRATION IN PROGRESS, AS GIVEN BEFORE THE KING.
13. NAMED AS IF IT WERE A BATTLESHIP: H.M.S. "EXCELLENT," WHERE THE KING ORIGINALLY WAS TRAINED.

Continued.

His Majesty—who, as a lieutenant at the gunnery and torpedo school twenty-eight years ago, won a "proficiency" certificate—in especial took interest in the recent advances that have been made in torpedo, mining, and submarine work, and made long expert investigations. The King, besides planting a tree in memory of his visit (in which operation Prince George and Princess Mary eagerly assisted), visited Haslar Hospital, and saw the "Excellent's" men going through a display of Swedish physical drill, which is part of the Navy training curriculum.

PHOTOGRAPHS BY CRIBB AND SILK.

SHOWING HER WHOLE SET OF TEETH: THE FULL BROADSIDE OF ONE OF THE BRAZILIAN BATTLESHIPS FIRED SIMULTANEOUSLY.

DRAWN BY CHARLES J. DE LACY FROM MATERIALS SUPPLIED BY SIR W. G. ARMSTRONG, WHITWORTH AND CO.



THE HEAVIEST BROADSIDE EVER FIRED BY A BATTLESHIP: 9013 LB. WEIGHT OF SHOT DISCHARGED AT THE SAME MOMENT.

The most dramatic incident of the gun-firing trials of the new Brazilian battleships, "Minas Geraes" and "San Paulo," was the firing of an entire broadside simultaneously, making a terrific discharge, the heaviest broadside ever fired, and an event unparalleled in the history of ballistics. The five turrets of the ship were all trained on the port beam, all the ten guns being given an elevation of seven degrees and loaded with a full charge of 285 lb. of cordite. The ten 12-inch guns, monster weapons fifty feet long, each discharged a shell of 850 lb. weight, making a total of 8500 lb. "weight of metal." At the same time were fired the eleven 4.7 guns

mounted on the "San Paulo's" broadside, each sending off a projectile weighing 45 lb., and adding 495 lb. to the discharge, making up a total broadside fire amounting to 8995 lb.—a record discharge of destructive projectiles. These vessels mount, as light guns in addition, six 3-pounders on each broadside, which, fired in action, would bring up the total possible weight of metal fired from the ship to 9013 lb. We are enabled to give these interesting particulars through the courtesy of Sir W. G. Armstrong, Whitworth and Co., who also assisted our Artist to make his picture.

SCIENCE AND NATURAL HISTORY



SCIENCE JOTTINGS.

THE REPAIRS OF LIFE.

A POINT was raised in connection with the course and development of a fever noted recently in an article in this page, on the acquirement of immunity from infectious disease, in the shape of the query, why should a fever ever come to an end at all, save that represented by the exhaustion of the living soil in which the germs grow and multiply? It was shown, however, that a natural termination to germ-development is provided for in the shape of the anti-toxin bodies which microbes produce. If they represent the bane, they also in a very distinct sense supply the antidote. Now this consideration suggests that one of the most characteristic phases of vital action, allied to that of life's defences against infection, is the property of repair, if so one may term it. I mean to indicate the repair of injuries, accidents, and lesions at large, as distinct from that process of making good the constant loss both of tissue and of energy such as is inseparable from the ways of existence everywhere. We are continually developing and expending energy which has to be replaced from the food we consume. Similarly, our tissues wear out, new cells have to be developed to replace the old, and such loss of substance requires repair equally with loss of power. This is why from birth to death we have to bethink ourselves about our daily bread. Even the body of the greatest idler that ever lived is a machine constantly at work, constantly subjected to wear-and-tear, and therefore continually needing food. The political economist might deny the idler's right to eat because he does not work; the physiologist would affirm, at least, the necessity of food for the loafer because his bodily work is unceasing.

The reparative side of life includes, however, the making good of losses which injury inflicts on the body. Doubtless, this power of repair is really a reflection of the great general law of making up our daily and hourly losses due to bodily work, but it represents, all the same, a special provision against the possibility of serious or permanent destruction and of premature extinction itself. The capacity for repair varies greatly in different groups of animals. In plants, pruning, cutting down redundant growth, is speedily rectified and adjusted, because the plant-tissues, less sensitive than those of animals, more readily respond to the reparative calls made upon them. Again, the very mode of growth of plants lends itself throughout to a making good of natural and artificial loss without involving any great expenditure of toil and trouble. As a rule, the lower we proceed in the animal world the more facile are the reparative qualities found to be represented. A lowly animalcule divided in two not only survives the operation, but each half proceeds at once to constitute of and by itself a new being. A process of division of this kind is naturally represented in lower existence. We can see the animalcules becoming constricted in shape; then the division deepens, and, finally, the separated halves swim away, each to begin life on its own account.

Higher in the scale, we meet with powers of repair such as are positively astonishing



A LAVA FIELD IN SAVAIL.

Savaii is the largest of the Samoan Islands, in one of which, Upolu, R. L. Stevenson spent the latter years of his life. The lava was caused by the eruption of the volcano Matavanu. The men in the photograph were working for Dr. Tempest Anderson, who took the photographs.



BURIED IN LAVA—ALL BUT THE TOWER: THE SOLE REMAINING PORTION OF A CHURCH AT SATAPUTU.

Most of the volcanoes in Savaii are dormant or extinct, but Matavanu, which was formed in 1905, has caused much destruction. An enormous quantity of fluid lava wound its way ten miles to the sea, filling up a valley 300 feet or 400 feet deep, and covering about twenty square miles of fertile land with lava.

VOLCANIC DEVASTATION IN THE ISLANDS WHERE STEVENSON LIVED: THE ERUPTION OF MATAVANU.

These interesting photographs, showing some results of the eruption of Matavanu, were supplied by Dr. Tempest Anderson.



THE EFFECT OF LAVA FLOWING INTO THE SEA: HUGE CLOUDS OF STEAM AND VIOLENT EXPLOSIONS.

The crater of Matavanu contained a river of molten lava rising in fountains and waves, and rushing like a cataract into a tunnel at one end. Thence it flowed under the lava field, its course being marked by a line of large fumaroles. At length it reached and filled a lagoon inside a coral reef. Contact with the water caused violent explosions, and enormous volumes of steam and black sand were thrown up. The photograph on the left shows the steam-clouds as seen from the land; that on the right the view from the sea across a promontory.



WRECKED BY "ACT OF GOD": THE CHURCH OF SALEAULÁ AS IT APPEARED AFTER THE ERUPTION.

Several churches suffered from the effects of the eruption of Matavanu. Only the walls were left standing, the roof having collapsed and the building being half filled with lava.



in their extent. The little fresh-water polype known as the hydra has long enjoyed a high reputation for resisting the effects of artificial mutilation. Here we have a simple tubular body attached by one extremity to a water-weed, and possessing at the other a mouth surrounded by tentacles. There are but the faintest indications of nervous elements in this lowly frame, a fact which, primarily, serves to show us that pain and shock are unrepresented quantities in hydra-life. Trembley, of Geneva, in the eighteenth century, showed that a hydra, divided transversely, developed a new mouth and tentacles at the line of incision, and that two individuals could thus be produced, as in the gardener's process of taking slips. Trembley even succeeded in turning hydras inside out, like the fingers of a glove, and certain of these everted beings remained in this condition, accommodating themselves at once to the exigencies of the new state. Such a proceeding, of course, could only be possible in the case of an animal of the simple tubular structure illustrated by the hydra.

Crabs and lobsters, creatures of fairly high organisation, can reproduce lost claws and other of the appendages with which their bodies are abundantly provided. Among the newts, legs and tails are seen to be capable of replacement. The star-fishes, lower much than the crabs, are highly interesting from the point of view of their reparative qualities. You may often pick up a five-rayed starfish on the beach with three or four of its rays a-wanting, possibly devoured by some hungry fish, but you can see the new rays sprouting, and only demanding time in order that the ancient perfection of body may be exemplified. It would seem that in the highest life of all reparative powers are represented only in their narrow limits. Our cuts and wounds heal, it is true, and broken bones knit together their sundered pieces; but beyond mild

results in making good our losses, we do not appear to excel in the display of developing new parts or tissues for old or lost ones.

I suppose we may account for the relatively small privilege nature has bestowed upon us by the fact that we cannot expect to own a body dominated by a high nervous system, and at the same time to be able to exert healing powers to the extent seen in creatures the rank of whose nervous apparatus removes them outside the sphere of shock from injury. The lower frame is like a democracy where all the parts and tissues are developed on a dead level more or less. Reparative powers in such a case, it is easy to conceive, would represent a natural possession of such a being, for the restoring elements would be scattered freely through the tissues. The higher animal, on the other hand, resembles the autocratic state, whereof the head is the nervous system, keeping all the less important units under strict subjection and control. This seems to be the reason why life's repairs persist so distinctly in lower forms—ANDREW WILSON.

THE WINGS OF THE NAVIGATING BRIDGE REMOVED FOR ACTION AND THE BOATS DISCARDED.

FROM A PHOTOGRAPH SUPPLIED BY SIR W. G. ARMSTRONG, WHITWORTH AND CO.



GUN-FIRING TRIALS ON THE WORLD'S BIGGEST BATTLESHIP: AN INTERESTING PHOTOGRAPH SHOWING HOW THE GEAR IS STOWED AWAY IN PREPARATION FOR A BROADSIDE.

The most notable feature of the "Minas Geraes" is her superimposed turrets, and it is interesting to note that our newest Dreadnoughts of the "Orion" and "Colossus" type will carry guns so mounted. The above illustration, which shows the scene on board the "Minas Geraes" while the port-beam guns were being fired in succession—one portion of the trials—is otherwise notable, as it illustrates also the method of dealing with deck-gear and equipment in action. The wings of the navigating bridge are removed for action, the boats discarded, and davits swung back out of the way.

THE MEASUREMENTS THAT THE ITALIAN EMBASSY WERE ASKED TO TRACE.

THE DRAWINGS OF THE LEANING TOWER OF PISA MADE BY MESSRS. CRESY AND TAYLOR IN 1817, WHICH HAD BEEN FORGOTTEN.

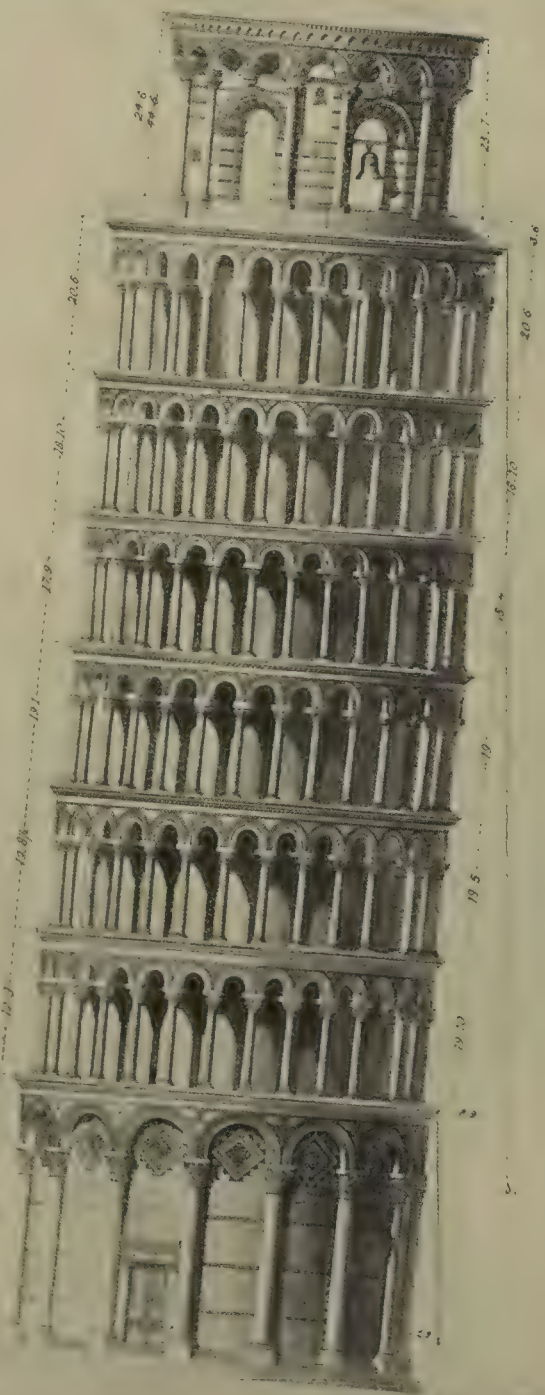
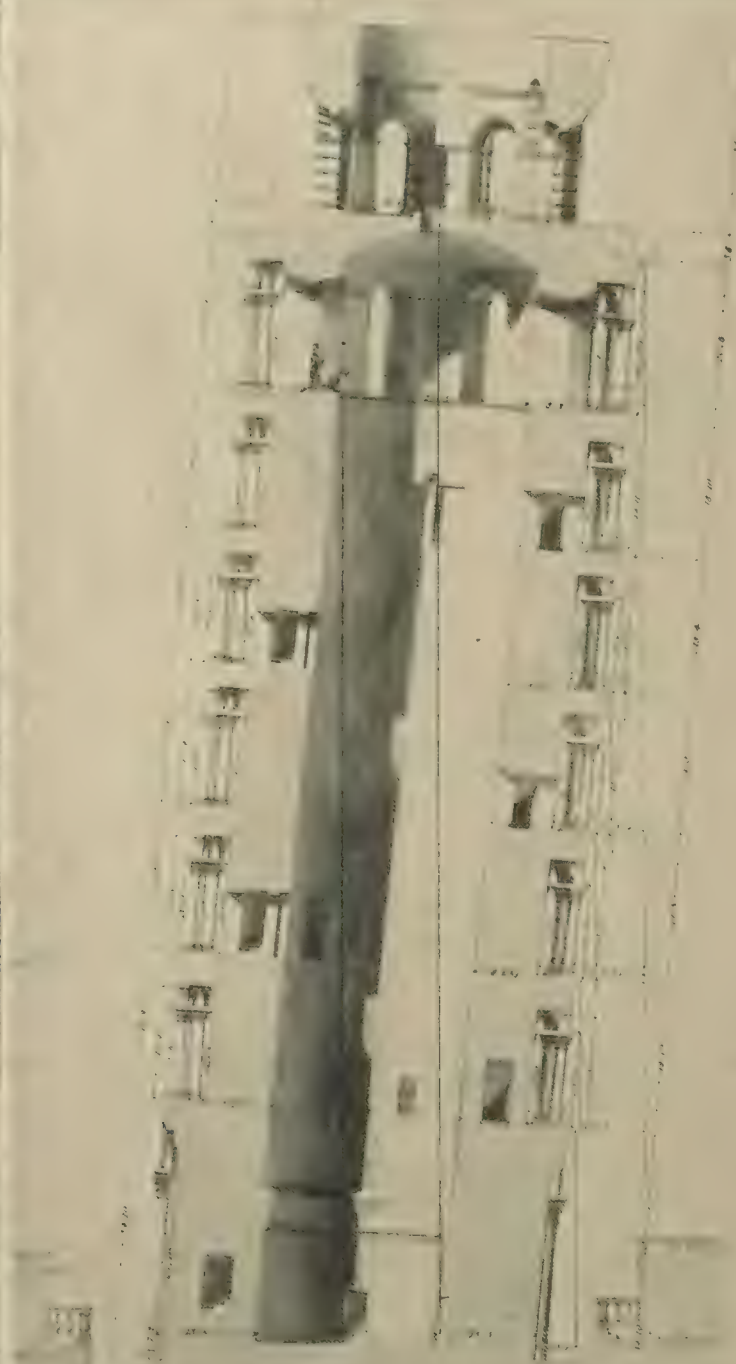
THE first experiment by Messrs.

Cresy and Taylor, made by dropping a plumb-line from above, showed that the tower leaned 12 ft. 6½ in. "In order to prove whether this was accurate," the narrative continues, "the line was now attached to the cornice of the seventh storey, on the outside, at the lowest part (see illustration No. 3), the projection of which from the real axis is 26 ft. 10½ in., and the plumb fell at the floor of the second storey, at a distance of 36 ft. 11 in. from the same axis, giving 10 ft. ¾ in. as its want of perpendicular. It was then suspended to the cornice of the ground storey, which projects 28 ft. 4 in., and it fell 30 ft. 10½ in. from the centre, or 2 ft. 6½ in. inclination, which, added to 10 ft. ¾ in., makes the total deviation on the outside 12 ft. 7 in., differing only ½ of an inch from the first experiment."



[Continued.]

"Taking the wall on the lowest side, as shown in the section individually, or without reference to its circular form, its centre of gravity falls outside its base; and were it not for the excellency of the masonry, and the walls constituting one mass, rendering the whole equal in strength to a solid cylinder, long ere this it must have fallen. Considered as a solid, its centre of gravity is still considerably within the area of the void or internal cylinder, being over a point fixed at about one-third of its lowest internal diameter. Each storey was plumbed to show their respective variation, and to obtain the precise bend of the wall; and . . . above the fourth storey an extra 6½ inches was given in the height for the purpose of recovering the original level."



1. CRESY AND TAYLOR'S DRAWING OF THE LEANING TOWER OF PISA FROM THE SOUTH - WEST.

2. OF GREAT IMPORTANCE TO THOSE WHO ARE ANXIOUS ABOUT THE LEANING TOWER OF PISA: CRESY AND TAYLOR'S METHODS OF MEASURING.

3. CRESY AND TAYLOR'S ELEVATION OF THE TOWER, WITH THE MEASUREMENTS THEY TOOK IN 1817.

When, a few weeks ago, the question of the security of the Leaning Tower of Pisa became urgent, the Italian Embassy in London was asked to make inquiries as to certain measurements of the tower said to have been made by two Englishmen (Messrs. Cresy and Taylor) in 1829, which showed its inclination at that date. Their measurements are to be found in their book, published in 1829, entitled "Architecture of the Middle Ages in Italy." The actual measurements, however, were made twelve years before, in 1817. We are now able to reproduce three of the illustrations from that book, which will supply to the Italian authorities the result of the experiments made by these two well-known architects. It may be added that the tower is now 15 feet 11 inches out of the perpendicular, including the projection of the cornice, which is 2½ feet. Without counting the cornice, therefore, it now leans 13 feet 7 inches from the perpendicular. Thus its deviation has increased about 1 foot since 1817, Messrs. Taylor and Cresy having found it to be 12 feet 7 inches out.

ONE OF NAPOLEON'S FAIREST BUT BITTEREST FOES.

FROM THE PORTRAIT BY GUSTAV RICHTER AT COLOGNE; REPRODUCED BY PERMISSION OF THE BERLIN PHOTOGRAPHIC COMPANY



"THE PRUSSIAN MADONNA": THE BEAUTIFUL QUEEN LOUISE OF PRUSSIA WHOSE CENTENARY HAS JUST BEEN CELEBRATED.

Germany has just been celebrating the centenary of the death, in 1810, of the beloved Queen Louise, who has been called "the Prussian Madonna," wife of Frederick William III. of Prussia and mother of the Emperor William I. She was thus the great-grandmother of the Kaiser. Queen Louise, who lived when Napoleon's power was at its height, and died before his downfall, was one of his most determined enemies. Born at Hanover in 1776, she married the Crown Prince of Prussia in 1793, and he became King four years later. In 1806 she persuaded him into war with France, and herself went to the front, wearing the uniform of her regiment of dragoons. After Napoleon's victory at Jena, she would not let her husband come to terms with "the Genius of Evil," as she called Bonaparte; but the further disasters of Eylau and Friedland compelled Prussia to submit. Napoleon, who had libelled Queen Louise in his "Bulletins," received her graciously at Tilsit in 1807, and was charmed by her beauty; but he refused her request that Magdeburg should be restored to Frederick William. She left Tilsit in despair; but time brought round its revenges, when Napoleon's nephew and successor was vanquished at Sedan by the armies of her son.

THE TREATMENT OF YOUTHFUL OFFENDERS IN AMERICA.

AMERICA'S BORSTAL SYSTEM: THE WHITE PLAINS TRUANT-SCHOOL AND RANDALL'S ISLAND REFORMATORY.



1. BUILDINGS OF THE TRUANT-SCHOOL AT WHITE PLAINS, NEW YORK.
3. DRILLING IN THE PRISON YARD AT RANDALL'S ISLAND REFORMATORY.

5. REFORMATION BY RECREATION: FRIENDS AND RELATIVES OF THE BOYS IN THE STATE REFORMATORY AT RANDALL'S ISLAND AT AN ANNUAL ENTERTAINMENT AND DANCE.

2. "INCORRIGIBLE" BOYS IN THE PLAYGROUND OF THE FAMOUS TRUANT-SCHOOL AT WHITE PLAINS, NEW YORK.

4. RECREATION TIME AT THE STATE REFORMATORY ON RANDALL'S ISLAND.

6. THE REFORMATION OF GIRLS: A COOKERY AND SERVING CLASS IN THE RANDALL'S ISLAND REFORMATORY.

Mr. Winston Churchill's prison reform scheme has concentrated public attention on this most important question, and especially upon the problem of the treatment of youthful offenders. Particular interest therefore attaches to these photographs illustrating similar schemes which are in operation in the White Plains Truant-School and the Randall's Island Reformatory, New York. The question of the treatment of youthful law-breakers is being dealt with there much on the same lines as the Borstal system in this country. The great principle is to separate the young offender from the degrading influence and surroundings of the hardened criminal, and in the matter of punishment to aim rather at reclamation than revenge.

NIPPING CRIME IN THE BUD: THE SAVING POWER OF USEFUL WORK.

SKILLED LABOUR AS A REFORMATIVE INFLUENCE: YOUTHFUL OFFENDERS AND THEIR WORK IN THE UNITED STATES.



1. LEARNING THE BUILDING ART IN MINIATURE: A MODEL HOUSE AND ITS MAKERS AT THE RANDALL'S ISLAND REFORMATORY.

3. THE VALUE OF A SKILLED TRADE: PUPILS IN THE SHOE AND CLOTHING DEPARTMENT OF THE RANDALL'S ISLAND REFORMATORY.

5. AVOIDING THE "TAINT OF THE POLICE-COURT": A SPECIAL TRIBUNAL FOR JUVENILE LAW-BREAKERS.

2. THE REFINING INFLUENCE OF ART: A SPECIMEN OF WOOD-CARVING DONE AT THE RANDALL'S ISLAND REFORMATORY.

4. IRON THAT DOES NOT ENTER INTO HIS SOUL: A SPECIMEN OF IRONWORK DONE BY A YOUTHFUL OFFENDER AT RANDALL'S ISLAND.

6. BECOMING USEFUL CITIZENS: YOUTHS AT WORK IN THE PLUMBING WORKSHOP AT THE RANDALL'S ISLAND REFORMATORY.

These remarkably interesting photographs, taken at the famous New York State Reformatory, at Randall's Island, and the Truant School at White Plains, show the humanising effects of setting the incipient-criminal to work, and thus giving him an interest in life and a means of earning an honest living. It is of great importance to keep juvenile offenders out of the ordinary police-courts, with their demoralising atmosphere. The photograph No. 5 on this page illustrates a scene in the Children's Court at New York. This is a subject to which Mr. Winston Churchill's prison reform scheme has lent particular interest at the present time. Behind the culprit, as he stands before the Judge, is a police officer, who states the offence. To the right is an official of the Gerry Society, who will take charge of the prisoner if he is detained or convicted. The moral effect of dealing with young boys in this sympathetic manner can hardly be overestimated. The proceedings rather resemble an interview with a strict but kindly schoolmaster than with a police-magistrate.

THE GREAT SCOURGE OF THE NEW WORLD: A FOREST FIRE.

PHOTOGRAPH BY H. J. SHEPSTONE.



VERY LIKE A VOLCANO IN ERUPTION: A MOUNTAIN FOREST ON FIRE IN ARIZONA.

Undoubtedly the forest fire may well be called one of the greatest scourges of the Western Hemisphere. Started by a tiny spark from a smoker's match, or from a locomotive's furnace, a conflagration causing destruction over hundreds of square miles may easily be originated. Lately reports have been sent from Alaska, Minnesota, Michigan and Wisconsin of vast forest fires which are now raging, in one case covering one hundred square miles and causing a loss of several millions of dollars. New York State is suing two railways for damages caused by the presumed carelessness of the drivers of locomotives in the great year of forest fires, 1908. Some trains are now fitted with special apparatus for pumping water upon the flames along the line. It is interesting to note that in Canada there are special laws to punish the careless handling of bivouack fires or smokers' matches, this matter being specially important for Canada, which, out of a total area of 3,619,818 square miles, has 1,248,798 square miles of timber land. At the present time the period of heat in America is, of course, responsible for some of these fires.

HOLDING UP THE TRAIN TO SAVE THEIR LIVES.



"EITHER RUN OVER US OR TAKE US WITH YOU!"—AN INCIDENT OF THE GREAT FOREST FIRE OF 1908 IN THE ROCKIES.

It was during 1908, the year which will always be remembered for the terrible destruction by fire of vast tracts of forest land in Canada and the United States, that the incident which we illustrate above occurred. Fifty desperate people, in imminent danger of being roasted to death, held up a train already packed with fugitives from the flames, and, standing in front of the engine, refused to let it proceed until they were taken on board. The loss of time caused by this interruption was nearly fatal to the whole train and its human freight, as a bridge which it had to cross was blazing, and collapsed directly after the last carriage had passed over. During the autumn of that year, so dense were the clouds of smoke over many parts of America that even New York was for several weeks in semi-darkness.

THE CHRONICLE OF THE CAR.

THE question of the accuracy of speedometers is at the moment very much under discussion in the United States. There has, it appears, been so much speculation as to the effect of wide and sudden changes of temperature upon the indications of these instruments that a series of tests has lately been carried out by Professor G. B. Pegram (how American!) and Mr. Burton W. Kendall. Three instruments were tried, one a Jones (which is a governor-actuated machine), and the other two well-known standard American instruments of the magnetic type. The test consisted in comparing the readings obtained from the three instruments at different temperatures, and plotting curves to demonstrate the results. By the returns submitted, it would appear that the maximum variation of the mechanically operated instrument was 3.6 m.p.h. at 60 m.p.h. at a temperature of 137.5 deg. Fahr. On the other hand, the instrument registered 1½ m.p.h. fast again at 60 m.p.h., but at a temperature of 16 deg. Fahr., or sixteen degrees of frost.

In the case of one magnetically actuated apparatus with the same degree of cold—namely, 16 deg. Fahr., at 60 m.p.h.—the error appeared to be ten times as great as that of the mechanical speedometer, the cold making the instrument read fast. In the case of the high-temperature test, the great heat had a similar effect, but in the opposite direction, the heat making the apparatus read slow. Results approaching these more or less were obtained with the other magnetically actuated instrument tested, but the error, on the whole, was less. Of course, the temperatures named are abnormal for Great Britain, 137 deg. of heat and 16 deg. of frost occurring but very rarely. If a speedometer in this country will perform satisfactorily all round in a temperature range of from 40 deg. to 90 deg., there is not much at which to grumble. But steps should be taken to prove that they will so behave, or certain astute

folks who are occupied with getting up cases against motorists will presently begin to question speedometer evidence more than they do at present.

When the programmes of motor gymkhanas are well chosen, and the function is properly and smartly handled, they provide quite a good afternoon's amusement, even to a gathering not altogether motorophile. In days gone by, these competitions have dragged so exasperatingly, even when taking place at fashionable centres near London, that they have fallen into some

away a large seasonal asset by quietly acquiescing in the veto which has obtained for the past two years.

Greater tribute to the excellence of the Silent Knight Valveless engine could not be than the adoption of this motor as a standard pattern by the great and ultra-conservative firm of Panhard-Levassor. The first Panhard car wearing the Knight motor arrived at 14, Regent Street a few days ago, and has already won golden opinions from those who have tested the car. The motor differs very slightly from the Daimler design, save that it has an overhead lubricating device serving the upper ends of the sleeves. Messrs. Panhard and Levassor publish some interesting figures with regard to comparative tests of valveless and poppet-valve engines of equal dimensions, save for 10 mm. more stroke in the case of the latter. At 700 r.p.m. the valveless gave 23.75-h.p. against 19-h.p. for the poppet; at 1000 r.p.m. 33.5-h.p. as against 25.75 h.p.; and at 1300 41.5-h.p. as against 29.75-h.p.

It is worthy of note that Colonel Bosworth, who is resigning the position of Chairman of the Automobile Association, will be succeeded by the Earl of Lonsdale. Lord Lonsdale, though a great lover of horses, has nevertheless been a keen motorist since the earliest days, with a decided weakness for high-powered Napiers. The acceptance of the Chairmanship by his

Lordship gives the denial direct to the suggestion made in some quarters that certain of the most useful operations of the A.A. verge upon illegality, for had this been the case it is not likely that his Lordship would take so eminent a part in the administration of the Association's affairs. In this connection it is interesting to note that the membership of the Association is now over 14,000, that its gross income for the year ending April 30 last was £24,684 10s. 4d., and all but £136 0s 11d. was spent in the best interests of automobilism.



Photo. Fenn and Cronin.

REFRESHMENT WHILE MENDING A PUNCTURE: A HOT OR COLD DRINK ALWAYS READY IN THE THERMOS FLASK.

Motorists have better opportunities than most people for appreciating the virtues of the Thermos Flask, for they may find themselves stranded, owing to a breakdown, far from any place of refreshment. Thermos Flasks will keep liquids hot for twenty-four hours, or cold for a long time, so that they enable the motorist to be prepared for all varieties of weather.

disrepute. But a motor gymkhana carried out as was that held in Meyrick Park at the close of the Bourne-mouth Centenary fêtes is quite another thing, and provides excellent and exciting entertainment.

It is suggested that one day at least should be devoted to a great motor race "or races" in the Isle of Man in connection with the Jubilee celebration next year. Apparently, the Isle of Man, through her automobile club, will take matters into her own hands, and hold a motor race next year. Man is throwing

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ART NOTES.

RUSKIN said that the nation buried Turner in a three-fold manner—his body in St. Paul's, his pictures at Charing Cross, his purposes in Chancery. The building of a gallery at Millbank suggested at first nothing more than a piling-up of clouds upon his fame, or a monument to the national disregard of his wishes. When he laid it down that the rooms to receive his pictures should be added to the National Gallery he clearly intended to be housed with the masters of all times and countries, but the foundation of a removed British Section and the munificence of Sir Joseph Duveen have drawn

imagined that he needed the advertisement of great company. Mallarmé, possibly, might have returned to France without the belief and the message that Turner was the greatest painter that ever lived if "Rain, Steam, and Speed" had not greeted him in Trafalgar Square, but in the long run everybody must see the works of so great a painter, wherever they may have to be seen. In the new premises someone each day will make Mallarmé's discovery. At the National Gallery the appreciation of Turner was always an exertion, and often an exertion too great to be compassed; but at Millbank the single, uncrowded lines of Turner's landscapes offer the spectator the riches of his genius

beginning of the secrets that he knew, for he cherished repetition and numbers no less than the unit. The Eastern mind seems not to have discovered, with Wordsworth, the value of ten thousand dancing daffodils, but Turner's visions came alike, solitary or in flocks.

The Venetian-red silk damask of the walls upon which some of the Turners are hung has been excused on many grounds, and everywhere been deemed to call for excuse. It is remembered that Turner once paid for the re-covering in such material of the chairs and divans in a public gallery where his work was to be seen, and that his own gallery was so decorated. It is also pointed out that the climate will modify the colour. We hope



Photo. Gibson and Sons, Penzance.

THE HOME, ATLANTIC, AND MEDITERRANEAN FLEETS IN MOUNT'S BAY.

Mount's Bay in Napoleon's time occasionally saw a British frigate squadron riding there at anchor for a few days, and during the past twenty-five years, at rare intervals, one or other of the battleship and cruiser squadrons taking part in the naval manoeuvres has remained for short periods in the Bay; but never before until last week did such an assemblage, so formidable in numbers and fighting strength, muster in the historic waters as that which collected there for King George's inspection, until bad weather and a sudden change of plans at the last moment caused them hastily to shift their quarters to the less exposed roadstead of Torbay. Our illustration shows the mighty fleet drawn up at anchor in front of Penzance, in rows of ships according to class, and with, right in the centre of the scene, the group of "Dreadnoughts" which forms the backbone of the entire armament.

him from the centre of London into the discredited company of the Chantrey favourites. The national conscience is quieted by the thought that it has allowed "The Sun Rising Through Vapour" and "Dido Building Carthage" to remain beside their Claudes at headquarters, with some twenty other examples. And did not Turner's first exhibited oil-picture represent "Millbank at Moonlight"?

The real justification of the new Turner Gallery is that Turner triumphs in it. Had the same gallery been erected in Trafalgar Square, he would have obtained a more central position, as positions are measured in the cab radius, and for a lesser man the gain might have counted for something. Even Turner himself must have failed in the full comprehension of his genius if he

with friendly readiness. The overcrowding of the room in Trafalgar Square, where it was impossible to look at any picture without filling up the eye with corners of adjacent canvases, contributed not a little to an impression of Turner as the painter of multiplicities rather than of singularities. At the Tate Gallery, the almost Oriental gravity of much of the work is the quality that first strikes one. The waves and mountains of the Chinese exhibition at the British Museum express even less potently than Turner's the loneliness and composure of the waves and the skies: he knew that one crest can suggest the breaking of multitudinous seas, that one peak stands as high and as mightily in the sky as a range, that the single star shepherds an unseen legion. These were but the

not. The Venetian-red silk damask was chosen by Turner, and by those who are now responsible, not because it fades, but because, unfaded, it is the background that gives most value to the artist's schemes.—E. M.

Among the awards at the Japan British Exhibition just published Lemco and Oxo have obtained the highest possible honours. In 1908 and 1909 they did the same. The success won is only in keeping with the company's traditions. At its formation, forty-five years ago, it was awarded a gold medal at the first great Paris Exhibition of 1867 for founding a new industry. Captain Scott's ship, the *Terra Nova*, carries large supplies for use in the Antarctic.

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LADIES' PAGE.

INTERNATIONAL clouds on the horizon threatening to burst have done more already than the gentle dews of sentiment could ever effect to draw together the Motherland and her Colonies; and among more potent signs of the closer stand shoulder to shoulder of the brethren of the near and far Britains is the increased social importance of the representatives of the greater Colonies. The Colonial High Commissioners' ladies have been much more heard of this season in London Society than ever before. One of the most charming of these representatives of our sisters in Australia is Lady Reid. A unique incident, I hear, marked the arrangements for her departure from her Colonial home; her servants entertained her to dinner! This was an improvement on Lady Aberdeen's tea-parties to her servants, at which the mistress of the house remained the hostess. At Lady Reid's domestic farewell banquet the cook was in the chair—an arrangement that seems as if it must carry disaster in its train! The housemaid-guests left their places to serve the table when the courses were changed—this can be understood; but who dished up in the kitchen? This is one of the most important operations of the whole art of cookery, and could it be left to the kitchenmaid? At the same time, the cook is decidedly the most important of the domestic workers, and who else should take the chair when the staff dine the lady of the house?

Seriously considered, there may be no more important reform needed in our social state than elevating the art of cookery to its proper level by increasing the respect paid to those who excel in that great art. Individual cooks, it is true, obtain their proper meed of respect if their acquirements are adequately high. Who amongst ordinary housekeepers does not pamper and indulge that *rara avis* an excellent cook? Sir Horace Rumbold once met an Ambassador of Britain in foreign parts who positively wept as he recounted how his cook robbed him, and "sauced" the master instead of only the meats, and yet was such a superb artist that he could not be sent away. People who want good dinners will not disdain to consult and court the cook. Carême says that when he was cook to Lord Stewart (afterwards Lord Castlereagh) at Vienna, "I daily received in our magnificent kitchen a visit from Milord; he daily bestowed on me encouragement, and frequent presents." The Emperor of Russia lost Carême by submitting him to "a humiliating surveillance." The Rothschilds secured the artist—no good cook lacks appreciation: it is ever ready, and the implied talents, natural and acquired, are held worthy of honour and reward. What an old complaint it is that the governess is held in lower esteem than the cook—paid less and less regarded. Well, as Tennyson's Northern Farmer tersely closes an argument—"Reason why!"

To be a first-rate cook really demands both intellectual and physical qualities of a high order. No person will cook well who is not possessed of excellent



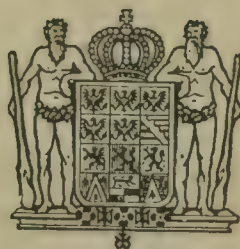
A FROCK FOR COWES.

Yachting or seaside dress in striped flannel; the braid trimmings and the belt and collar of plain flannel are in the colour of the darker stripe.

gustatory nerves, and thereby is rendered able to appreciate what is actually good to taste and what is not. Is not this at least as noble, as well as being as rare, a natural endowment as the power to choose and harmonise colours and set them with a paint-brush on canvas? Even the very talent of the painter must be possessed by the perfect cook, for a good tithe of the success of a dish comes from presenting it in a form pleasant to the eye. Claude, the greatest of landscape artists, was actually at one time a cook. His specialty was pastry; and the gift for form and colour that moved the admiration of Turner, our own great colourist (to such an extent that he bequeathed two of his finest pictures to the National Gallery on condition that for all time those canvases should hang next to those of Claude, challenging comparison with them as the highest efforts of human skill), Claude first practised on sweet dishes when he was cook to the Roman artist Tassi.

Then, too, the eyesight must be good as well as artistically gifted—although the London County Council is at the present time teaching blind pupils to cook with considerable success; still, for cleanly, nice cooking, good eyesight is really required. Good hearing, again, to know when every pot is bubbling, every roast sizzling, to precisely the right degree, is not unimportant. The remaining sense, too, must be acute, not only to detect burning, to judge freshness, etc., but as indispensable to aid taste. Moreover, great mental faculties are needful—good memory, an organising brain able to map out the whole proceedings from the beginning, to arrange that each detail shall follow every other in proper order, shall be ready when needed, and shall be suited to its position in the scheme of things. Add to all this the sheer knowledge required in cooking, which can be gained only by a combination of study and experience. And then, last not least, there is the moral character needed; the industry and conscientiousness, and faithful, detailed attention. "What torments, what preoccupations, what cares, and how I have tortured my body and my mind!" cries Carême. Reflect finally upon the power of the cook's art over human happiness in daily life, and on human health and longevity—and it is surely clear that how to increase the supply of this order of ability for this important work is one of the most important problems in social economy!

Many household commodities can be put to various uses, beyond those usually assigned to them. This idea occurring to the proprietors of Seccotine caused them to institute an inquiry into the subject, and they discovered that not only is Seccotine useful to repair all possible kinds of breakages, but that it will renovate faded silks, muslins, etc., will act equally well with furs and feather boas, and woollens and tapestries, while a thick solution of Seccotine does for gesso-work. Large numbers of other useful recipes poured in, and the manufacturers made a careful selection of the best and have produced them in booklet form, which can be had free by sending a postcard to McCaw, Stevenson, and Orr, Ltd., Belfast, or 31 and 32, Shoe Lane, London, E.C. FILOMENA.



Wagner's Operas at Home

HAVE you ever heard "Lohengrin" or "Tannhäuser" or "Parsival" or "Tristan und Isolde" played in your own home? Not played as an adaptation to a single-toned instrument, such as the piano, but with all their wealth of tone-colour brought out by a grand orchestra. In all probability you have never done so and now is your opportunity to enter a limitless field of musical delight. To be able to play in your own home all the great operas with full orchestral effects you have only to possess an Aeolian Orchestrelle. This marvellous instrument is an orchestra: it is capable of giving you just the same tonal effects as a full orchestra would be if you were conducting it in person. You have, however, far more control over the Aeolian Orchestrelle than you would have over the orchestra. You, on the Aeolian Orchestrelle, can vary the tone-colouring just as you please. And all that is necessary for you to play the world's grandest music is musical taste alone. C. Fuller particulars are given in Catalogue No. 5. Write for it, but in any case we strongly recommend a visit to Aeolian Hall, as in no other way is it possible to grasp the beautiful tonal qualities and immense possibilities of the Aeolian Orchestrelle.

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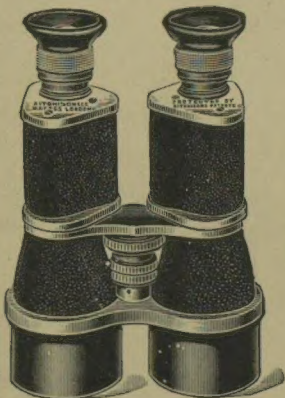
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The Mother's Testimony

"I have pleasure in enclosing you a few photographs of my son, who is now just over eight years old. You will see by these how beautifully he has developed. He was fed from birth on the 'Allenburys' Foods, and his health since has never caused us a moment's anxiety."

This Testimonial, which is only one example of many received daily, fully substantiates the claim made for the "Allenburys" Foods, viz.:

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"Lait Larola" is a perfect emollient milk quickly absorbed by the skin, leaving no trace of grease or stickiness after use. Allaying and soothing all forms of Irritation caused by Sun, Winds, and Hard Water, it not only

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WILLS AND BEQUESTS.

THE will (dated Sept. 20, 1909) of MRS. MARIE AIMEE REYNARD, of Hillside, Newark-on-Trent, has been proved by her husband, the value of the property amounting to £79,218. The testatrix bequeaths all she may die possessed of to her children Helen Emily, Henriette Marie Lucie, Henry William, and Charles Robert.

The will (dated Aug. 27, 1909) of SIR MALCOLM DONALD MCEACHARN, of Galloway House, Wigtown, one of the founders of McIlwraith, McEacharn, and Co., London and Australia, left gross estate of £421,321. He

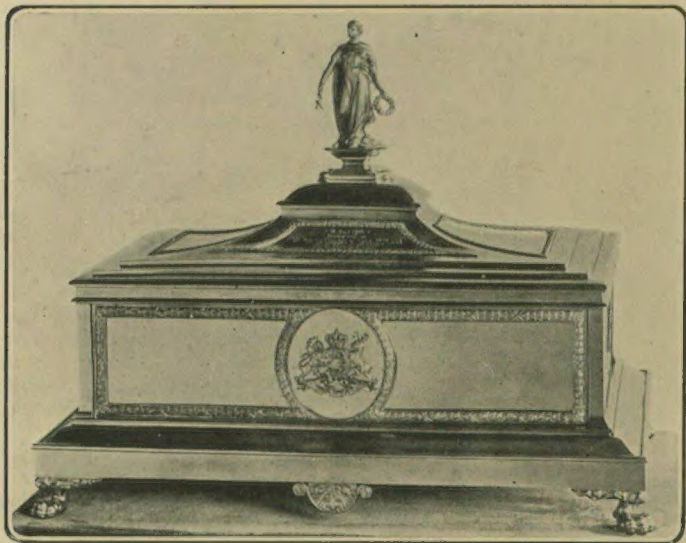
died on April 21, is now proved, the value of the property amounting to £96,445. The testator gives £20,000, and the furniture, pictures, plate and jewels to Mrs. Gertrude Chater; £3000 to Mrs. Hazlitt; and £200 a year to James Jenney. The residue he leaves as to one half to his brother Viscount Peel, and the other between Mrs. Chater and his nephews, the Hons. Edward Alexander Stonor, Reginald Clement Villiers, Robert Frederick Villiers, and Sidney Cornwallis Peel.

The will of MR. WILLIAM OSMENT, of Sandford House, Clapton Common, builder, who died on April 21, has been proved by his sons-in-law, Herbert Jeffries and John Frederick Wetgen, the value of the property amounting to £148,886. He gives £100 per annum to his daughter, Gertrude Bryden; £100 and an annuity of £100 to his sister-in-law, Emily Hammett; £500 each to the executors; the Clapton joinery works, with the plant and premises, to his son Robert; £100 each to Gertrude Miller and James Saunders; £100 each to three granddaughters; and the residue equally to his children, other than his daughter Gertrude Bryden.

The New Palace Steamers announce that their offices at 50, King William Street, E.C., will be open every evening until 9 p.m. for the convenience of those passengers desirous of purchasing their tickets before the holidays. In addition to the usual sailings of the *Royal Sovereign* and *Koh-i-Noor* to Southend, Margate, Ramsgate, Deal, and Dover, the *Koh-i-Noor* will make an early trip to Margate on Saturday, 30th inst., leaving Old Swan Pier at 7.45 a.m., and on Tuesday she will run a special trip to Southend and Margate from Tilbury. Trains leave Fenchurch Street at 9.5 a.m., St. Pancras 8.25 a.m.

There is no lack of choice for the August Bank Holiday-makers in the Great Central Railway Company's excursion arrangements. Their special A.B.C. programme offers facilities to over three hundred towns and holiday-resorts in the Midlands, Yorkshire, Lancashire, and

the North, special trains leaving Marylebone on Friday, Saturday, Sunday, and Monday, July 29, 30, 31, and Aug. 1, all equipped with restaurant-cars having a most moderate tariff. Day or week-end excursions are arranged to picturesque and historic places in Middlesex, Herts, and beechy Bucks—a delightful country, with old-world villages, breezy heights, and peaceful vales;



THE BARNATO-JOEL MEMORIAL PRESENTATION CASKET.

The casket presented to Prince Francis of Teck on the occasion of his laying the foundation-stone of the Barnato-Joel Memorial is of solid silver gilt, and is surmounted by a beautifully modelled figure with the staff of Aesculapius in one hand and a wreath of laurel in the other, to typify the triumph of medicine over disease. The decoration is of the Empire period. The casket is from a design by Mr. Edwin T. Hall, the architect, and has been manufactured by the Goldsmiths and Silversmiths Company, Ltd., of 112, Regent Street, London, W.

gave £5000 to his wife; £5000 to his godson Colin; £5000 to the Royal Caledonian School; £5000 for such charitable purposes as he or his wife might appoint; and the Galloway House estate to his wife for life, and then for his son in strict settlement. All other his property he leaves in trust for his widow for life, and then on other trusts for his children.

The will (dated March 25, 1909) of CAPTAIN JOHN FLOYD PEEL, of 9, Connaught Square, Hyde Park, who

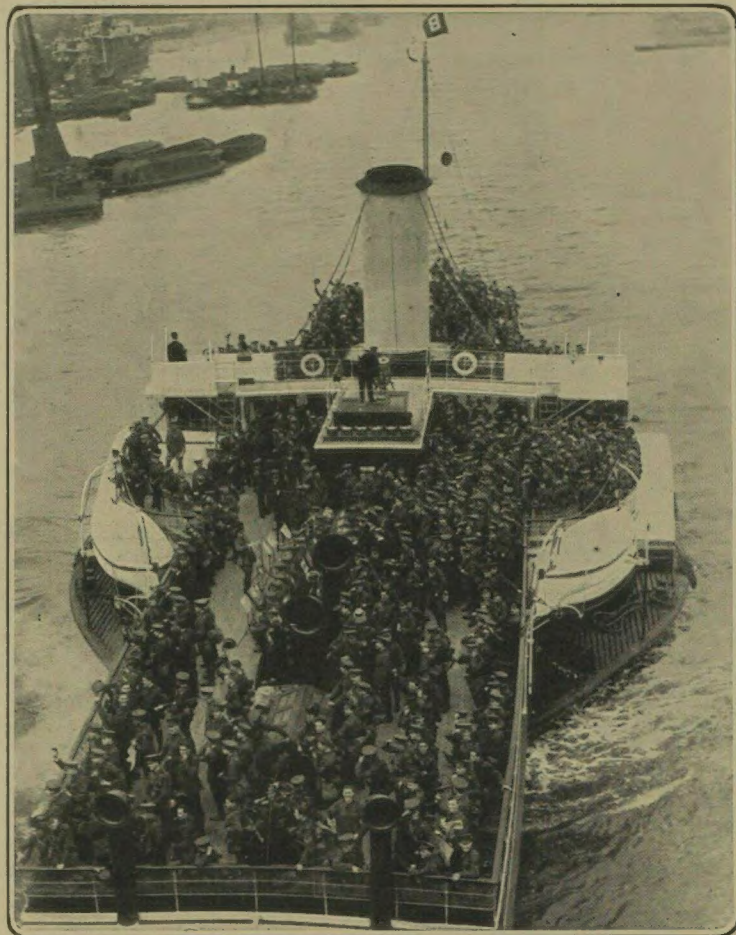


Photo. Sport and General.

BY BOAT FOR THE AUTUMN TRAINING: THE START OF THE QUEEN'S WESTMINSTER TERRITORIALS.

No fewer than sixteen thousand London Territorials in all left the Metropolis early this week for their annual training camps and quarters in various places. Most of them, of course, went by train; the Sharpshooters, the Engineers and Sanitary Company, the Artillery, and 4th and 5th Infantry Brigades. One corps went by boat, that corps d'élite, the Queen's Westminsters, bound for Sheerness. They packed so roomy a boat as the "Yarmouth Belle," on board which we see them setting out.

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The Best is

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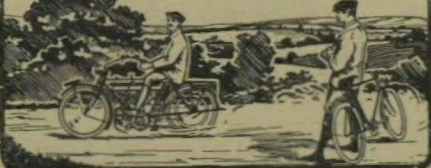
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Antiseptic, Refreshing.

**CLEANSSES, PRESERVES,
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and special fares are in operation for the walker and cyclist. The Special Programme may be had at Marylebone Station, and any G.C.R. agency, or post free from Publicity Department, 216, Marylebone Road, N.W.

Nothing goes to show the increasing popularity of the Isle of Man as a health and pleasure resort better than the immense crowds who visit the island for their annual holiday. The Midland Railway Company's steamer service between Heysham and Douglas, now in operation, should especially attract Londoners. The turbine steamer *Manxman* is announced to sail every week-day until the end of September. The *Manxman* accommodates sixteen hundred passengers, and was built specially for the convenience of tourists to the Isle of Man. From London, by making use of the Midland route, it is possible to breakfast at the ordinary hour in town, and dine at six the same day in Douglas, the interval being occupied in an agreeable railway journey in a comfortable carriage or restaurant car. At Heysham the trains run alongside the steamer, and baggage is transferred without charge or inconvenience, so the passenger can go on board without anxiety for a pleasant three-hours' cruise. The visitor will find in the Midland tourist annual "Country and Seaside Holidays" a directory of furnished apartments in the island, and all about how to enjoy himself in the Midland Company's illustrated Isle of Man brochure.

Anything that will help to make a holiday more pleasurable is worth consideration, and quick and easy shaving is one of the things. Those who understand how to enjoy themselves always carry a Gillette Razor in their kit, because it is the simplest and easiest razor to use, and requires no stopping or honing. There is nothing to learn in using it; the blade itself curves to the face, compelling its correct use, and there is no risk of cutting the face. The Gillette Safety Razor is sold in Standard set, twelve double-edged blades, for a guinea; in pocket editions (size of a cigarette-case) and combination sets (including shaving soap and brush complete) for 27s. Send to 17, Holborn Viaduct, London, E.C. for all about them.

The Grand Prix at the Japan-British Exhibition has been awarded to Messrs. Humphrey Taylor and Co., Bloomsbury Distillery, London, for their liqueurs, cordials, and strong waters.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

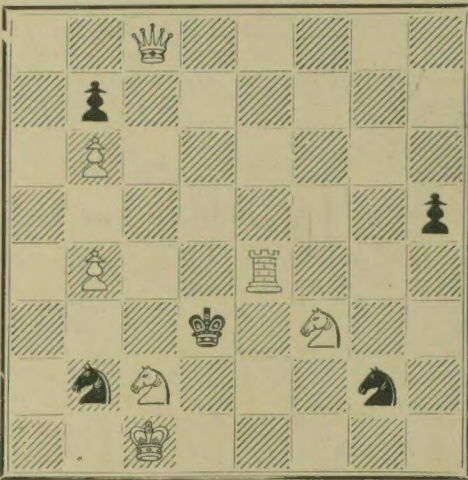
J. S. M. STORY (Matlock).—The absence of the best defence is the usual characteristic of such endings. The move you suggest, however, still leaves Black a lost game, as the Rook would be helpless against two mobile pieces.

R. S. WALLACE (Northampton).—Problem No. 3450 cannot be solved in two moves, as you suggest. You must see for yourself where you have gone wrong.

T. R. S. (Lincoln's Inn).—We congratulate you on sending another correct solution, and trust this intimation will be considered "lively enough."

F. W. COOPER (Derby).—We are not able to act on your suggestion at present.

PROBLEM No. 3455.—By HERWARD.
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3452.—By T. KING-PARKS.

WHITE.
1. Q to K 8th
2. Q to B 6th
3. Q mates

BLACK.
K to B 5th
Any move

If Black play 1. P to Kt 5th, 2. B to Kt 6th; if 1. P to B 3rd, 2. B to Kt 6th; if 1. Any other, then 2. Q to B 6th (ch), etc.

CORRECT SOLUTION OF PROBLEM No. 3441 received from James H. Weir (Townsville, Queensland); of Nos. 3445 and 3446 from F. Muzzee (Pretoria); of No. 3447 from C. A. M. (Penang); of No. 3450 from Eugene

Henry (Lewisham), R. H. Couper (Malbone, U.S.A.), and S. Foster (Gibraltar); of No. 3451 from Eugene Henry, J. B. Camara (Madeira), S. Foster, and T. Long (Surrey); of No. 3452 from T. Long, R. C. Widdicombe (Saltash), Eugene Henry, R. Murphy (Wexford), and T. Schlu (Vienna).

CORRECT SOLUTIONS OF PROBLEM No. 3453 received from I. Schlu, London; McAdam (Storrington), G. Stillingfleet Johnson (Seaford), H. S. Brandreth (Weybridge), John Isaacson (Liverpool), P. Daly (Brighton), R. C. Widdicombe, J. Santer (Paris), J. Green (Boulogne), W. J. Kearne (Paignton), Hereward, Dr. T. K. Douglas (Scone), Captain J. A. Challice (Great Yarmouth), W. Enoch (Leominster), J. Cohn (Berlin), C. J. Fisher (Eye), C. F. Partridge (Wimbledon), J. S. M. Story (Matlock), T. Roberts (Hackney), F. W. Cooper (Derby), T. Turner (Brixton), J. F. G. Pietersen (Kingswinford), Major Buckley, R. Murphy, F. Rutter, J. A. Hanbury (Birmingham), E. J. Winter-wood, F. W. Young (Shaftesbury), Sorrento, W. H. Winter (Medstead), R. Worters (Canterbury), A. G. Beadell (Winchelsea), R. M. Theobald, Julia Short (Exeter), and T. R. S. (Lincoln's Inn).

As usual at holiday time, we give a few gamelets that have come under our notice.

CHESS IN AMERICA.

Game played between Messrs. CAPABLANCA and SCHRADER.
(King's Gambit Declined.)

WHITE (Mr. C.)	BLACK (Mr. S.)	WHITE (Mr. C.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th	12. Kt takes P	Kt takes Kt (ch)
2. P to K B 4th	P to Q 4th	13. P takes Kt	B to R 6th
3. P takes Q P	P takes B P	14. Kt takes R	
4. B to B 4th	B to Q 3rd		
5. K Kt to B 3rd	B to Kt 5th		
6. Castles	Kt to K 2nd		
7. P to Q 4th	Kt to Q 2nd		
8. Q Kt to Q B 3	P to K Kt 4th		
9. Kt to K 4th	Kt to B 4th		
10. Q Kt takes P	Kt takes P		
11. Q to K sq (ch)	K to B sq		

If Kt takes Q, R to Kt sq (ch) draws.

14. Q to Kt 4th (ch)
P takes Q
15. B to B 4th (ch)
B takes R (ch)
16. P to Kt 7th

Game played between Mr. A. I. SAUNDERS and another AMATEUR.

(King's Gambit Declined.)

WHITE (Mr. S.)	BLACK (Amateur)	WHITE (Mr. S.)	BLACK (Amateur)
1. P to K 4th	P to K 4th	7. Q to K 2nd	P to Kt 7 (dis ch)
2. P to K B 4th	P to Q 4th	8. K to Q sq	P takes R (a Q)
3. Kt to Q B 3rd	P takes K P		
4. Kt takes P	P takes P		
5. B to B 4th	Q to K 5th (ch)		
6. P to Kt 3rd	P takes P		

Falling into the trap. B to Kt 5th wins easily, and mates next move.

9. Kt to B 6th (ch)

CHESS IN LONDON.

Game played between the Rev. Dr. — and another AMATEUR.
(Ruy Lopez.)

WHITE (Dr. —)	BLACK (Amateur)	WHITE (Dr. —)	BLACK (Amateur)
1. P to K 4th	P to K 4th	8. P to Q 3rd	B to K 2nd
2. Kt to K B 3rd	Kt to Q B 3rd	9. B to Kt 5th	P to K R 3rd
3. B to Kt 5th	Kt to B 3rd	10. B takes Kt	B takes B
4. Kt to B 3rd	Kt to K 2nd	11. Q to K 2nd	Kt to B 5th
5. Castles	P to B 3rd	12. Q to Q 2nd	B to Kt 4th
6. B to R 4th	P to Q 3rd	13. Kt takes B	Q takes Kt
7. B to Kt 3rd	Kt to Kt 3rd		

Loss of Queen is the only alternative to mate.

CHERRY BLOSSOM BOOT POLISH

"IDEAGRAMS" COMPETITION.

A simple but fascinating Trial of Skill for all.

30 Guineas

and 80 of our famous
Outfit Caskets in Prizes,
viz: 3½ Guineas and 9 Caskets Awarded each week.



CHERRY BLOSSOM
Boot Polish

PRIZES.—Each week a first prize of £30s. will be given, a second prize of £15s., a third prize of £10s., and 9 additional Prizes of our Branded Metal Caskets, containing large tin of the Polish, special Plush Polisher and Pad or Cloth.

Our latest competition bids fair to eclipse all our previous successes. While affording opportunity for the exercise of considerable skill, it is yet so simple that anyone may try for one of the prizes with a good chance of winning it.

Figures of speech, or, as we name them in this competition, "Ideagrams," are constantly used in ordinary conversation by everybody. Thus we say of a successful man that he is "at the top of the ladder"; of an unsuccessful one that he "can hardly keep his head above water." We ask for forcible figures of speech regarding the merits of Cherry Blossom Boot Polish. For example, one merit is—"It is the most economical polish to use"; and a suitable Ideagram for this would be, "It is the greatest money-saver." We take one merit each week, and offer prizes as stated above. Each week's competition is quite separate from others.

WHAT TO DO.—The Reason for this week (No. 3) is—"It gives the most brilliant shine." Write your "Ideagram" on a sheet of paper, writing No. 3 and name and address below. Enclose a receipt from your trader or other Dealer for 6d. worth of Cherry Blossom Boot Polish at retail prices, in either 1d., 2d., 4d., or 6d. tins, and post to us before 6th August. The prizes will be awarded immediately, and result published in this paper on 27th August. Competitors may compete each week, or as often as they like, and as many times each week as they like, provided they enclose receipt as stated above with each attempt. They must agree to abide by our decision. Please mark your envelope "Ideagrams."

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